

Vol. XL. No. 6444.

號九十月三年四十八百八千一英

HONGKONG, WEDNESDAY, MARCH 19, 1884.

Established February, 1845.

日二十月二年申甲 Auctions.

AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & Gorch, Ludgate Circus, E.O. BATES HENDY & Co., 37, Walbrook, E.C. Samuel Deacon & Co., 150 & 154,

Leadenhall Street. PARIS AND EUROPE :- GALLIEN & Phinon, 36, Rue Lafayette, Paris. NEW YORK:—Andrew Wind, 21, Park

AUSTRALIA, TASMANIA, AND NEW ZEALAND: -Gordon & Gotch, Melbourne and Sydney.

SAN FRANCISCO and American Ports Particulars of their Claims in writing by generally :- BEAN & BLACK, San Fran- the same date. SINGAPORE, STRAITS, &c.:—SAYLE &

Co., Square, Singapore. C. Heinszen & Co., Manila. OHINA: Macao, Messrs A. A. DE MELLO Co. Swatow, Quelch & Co. WILSON, NICHOLLS & Co. Foothow, Hedde & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & Walsh. Yokohama, Lane, Craw-

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

ford & Co.

Instalment received on) NEW SHARES.....

87,074,744.75 ...\$2,500,000. Reserve Fund..... INSTALMENT of PREMIUM re-1,563,361.66 coived on New SHARES ...

\$4,063,361.66

Court of Directors. Chairman-A. P. McEwen, Esq. Deputy Chairman-F. D. Sassoon, Esq. H. L. DALRYMPLE, A. Gültzow, Esq. Hon. F. B. Johnson. W. H. FORBES, Esq. A. McIVER, Esq. M. GROTE, Esq. M. E. Sassoon, Esq.

CHIEF MANAGER. Hongkong,.....THOMAS JACKSON, Esq.

MANAGER. Shanghai,..... Ewen Cameron, Esq. LONDON BANKERS .- London and County Bank. HONGKONG.

INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent. per annum on the daily For Fixed Deposits:-

For 3 months, 3 per cent. per annum. 4 per cent. " 5 per cent. H

and every description of Banking and until further Notice.

Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan, T. JACKSON.

Offices of the Corporation. No. 1, Queen's Road East.

Hongkong, February 28, 1884.

Notices of Firms. NOTICE.

TATE. FRANCISCO MAMEDE GON-SALVES and Mr. AUGUSTO JOSE Do ROZARIO have This Day been admitted PARTNERS in our Firm. ROZARIO & Co.

Hongkong, March 1, 1884.

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 31st December last, at the Rate of Two Pounds Sterling per Share of \$125, and One Pound and Five Shit-LINGS STEBLING PER NEW SHARE of \$93.75 paid up is PAYABLE on and after FRI-DAY, the 29th February current, at the OFFICES of the Corporation, where Shareholders are requested to apply for Warrants. By Order of the Court of Directors,

T. JACKSON, Chief Manager.

Hongkong, February 28, 1884. HONGKONG HOTEL COMPANY, LIMITED.

TAR. HENRY ST. CLAIR GREELEY. Who, for many years, has been associated with the Management of the OCCIDENTAL and THE BALDWIN HOTEIS, San Francisco, has been appointed MANAGER of the above HOTEL, and the Services of Mrs. Archison, who has occapied the position of MATRON in some of the principal Hotels in the Eastern States, have also been engaged. By Order of the Board of Directors.

LOUIS HAUSCHILD, Secretary.

Hongkong, February 29, 1884. HOTEL DE L'UNIVERS,

WYNDHAM STREET, HONGKONG. THE Undersigned begs to notify the

Public of Hongkong and the Coast Chemists. Ports that he will RE-OPEN THE HOTEL DE L'UNIVERS on the 1st March.

The whole of the ROOMS have been NEWLY FURNISHED throughout, and there are ROOMS suitable for either MARRIED Couples or Single Persons. The TABLE will be supplied with the BEST the market can provide. The WINES and LIQUORS supplied, both at the Bar and Table, will be of the

VERY BEST BRANDS. GENTLEMEN desirous of taking Meals, such as TIFFINS and DINNERS, can have ALL REQUISITE information by applying to

GEORGE STAINFIELD Proprietor. Hongkong, February 28, 1884.

Intimations.

In the Matter of the Estate of LIONEL

WILLIAM HENLEY, Deceased, LL Persons INDEBTED to the above A Estate are hereby requested to Pay the Amounts due to the Undersigned, on or before the 10rm APRIL, 1884; and All Persons having CLAIMS against the said

> E: IL FRASER, Administrator.

H. B. M. CONSULATE. Foochow, 13th March, 1884. LUZON SUGAR REFINING COMPANY

> (LIMITED.) NOTIOE.

THE Ordinary Annual MEETING of SHAREHOLDERS in the above Company will be held at the Office of the GENERAL AGENTS, No. 7, Queen's Road Central, on FRIDAY, the 21st Instant, at 12 o'Clock, Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts to

the 31st December, 1883. The Transfer BOOKS of the Company will be CLOSED from the 8th to the 21st Instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, March 5, 1884. THE CHINESE INSURANCE COM-- PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NTOTICE is hereby given that the Thirteenth Ordinary MEETING of the SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on SATURDAY, the 29th March, 1884, at 12 o'Clock, Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1883. The Transfer BOOKS will be CLOSED from the 22nd to 29th Instant, both days inclusive.

By Order of the Board, J. BRADLEE SMITH, Secretary.

Hongkong, March 13, 1884.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

LOCAL BILLS DISCOUNTED. MR. THOMAS ARNOLD will act as Oredits granted on approved Securities, MR. THOMAS ARNOLD will act as

E. R. BELILIOS, Chairman. Hongkong, February 25, 1884.

"SULPHOLINE LOTION." A DISEASES. There is scarcely any eruption but will yield to "Sulpholine" in a few days, and commence to fade away, even if it seems past cure. Ordinary pimples, redness, blotches, scurf, roughness, vanish as if by magic; whilst old, enduring skin disorders, that have plagued the sufferers for years, however deeply rooted they may be, "Sulpholine" will successfully attack them. It destroys the animalcular which cause these unsightly, irritable, painful affections, and always produces a clear, healthy, natural condition of the skin. "Sulpholine" Lotion is sold by most Che-

mists. Bottles, 2s. 9d. 'Made only by J. 383 PEPPER & Co., London. LIVER COMPLAINTS. TAR. KING'S DANDELION & QUININE LIVER PILLS (without Mercury). THE BEST REMEDY FOR BILIOUS NESS, STOMACH DERANGEMENT FLATULENCE, PAINS BETWEEN THE SHOULDERS, BAD APPETITE, INDI-GESTION, ACIDITY, HEADACHE, disordered liver and dyspepsia. Acknow-

HEARTBURN, and all other symptoms of ledged by many eminent surgeons to be the safest and mildest pills for every constitution. In boxes, at 1s. 12d., 2s. 9d., and 4s. 6d. Sold by Chemists throughout the

PEPPER'S QUININE & IRON TONIC DOUSES and develops the nervous ener-D gies, enriches the blood, promotes appetie, dispels languor and depression, fortifies the digestive organs. Is a specific remedy for neuralgia, indigestion, fevers, chest affections, and in wasting diseases, scrofulous tendencies, &c. .The whole frame is greatly invigorated by Popper's Tonic, the mental faculties brightened, the constitution greatly strengthened, and a return to robust health certain. Bottles, 32 doses, 4s. 6d. Sold by Chemista everywhere. Made only by J. Pepper & Co.,

TARAXACUM & PODOPHYLLIN. THIS fluid combination, extracted from medicinal roots, is now used instead of blue pill and calomel for the cure of dyspepsia, biliousness, and all symptoms of congestion of the liver, which are generally pain beneath the shoulders, headache, drowsiness, no appetite, furged tongue, disagreeable taste in the morning, giddiness. disturbance of the stomach, and feeling of general depression. It is the safest medicine. Taraxacum and Podophyllin is a fluid made only by J. PEPPER, Bedford Laboratory, London, whose name is on every label. Bottles, 2s. 9d. Sold by all

LOCKYER'S SULPHUR HAIR RESTORER

MILL darken grey hair, and in a few days completely bring back the natural colour. The effect is superior to that produced by a direct dye, and does not injure the skin. Large bottles, 1s. 6d. Lockyer's is equal to the most expensive

LOCKYER'S SULPHUR HAIR RESTORER

TS the best for restoring grey hair to its I former colour. It produces a perfectly natural shade, and is quito harmless. Valuable for destroying scurf and encouraging growth of new hair. Sold everywhere. 1w2

For Sale.

SALE.

MERICAN ORGANS-

With from six to eleven stops, at from \$100 to \$160 each, made expressly to withstand the combined heat and moisture of the Hongkong climate.

Estate are likewise requested to send in

By BROADWOOD, COLLARD & COLLARD and CHAPPELL, always in Stock for Sale or Hire.

PIANOS AND ORGANS AND HARMONIUMS-Repaired and tuned by a Competent Tuner from

Messrs. Broadwood & Sons, London.

NEW MUSIC—

Received monthly from Messrs. Charger & Co. London.

LANE, CRAWFORD & Co.

Hongkong, March 13, 1884.

SAYLE &

WHITE AND COLOURED

STRAW HATS.

SPECIALITIES

VICTORIA EXCHANGE, Hongkong, March 18, 1884.

Intimations. CANTON INSURANCE OFFICE,

LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1883. will run between this and Centon as a ONTRIBUTORS to the above Office Canton, respectively, corry other day at 5.30 are requested to Furnish the Underpose, beginning on SUNDAY, the 2nd of signed with a List of Contributions for March. Special Conditions are granted to the year ending 31st December, 1833, in large Shippers. N External Means of CURING SKIN Order that the DISTRIBUTION of BONUS For Particulars, apply to may be arranged. Returns not rendered

prior to the 20rn March Next will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted. JARDINE, MATHESON & Co., General Amerits. . CANTON INSURANCE OFFICE, LIMITED. Hongkong, February 20, 1884.

HONGKONG & SHANGHAI BANKING CORPORATION,

THE FOURTH and FINAL CALL of £10 Sterling per Sharm on the 20,990 SHARES, NEW ISSUE of this Corporation. will fall due on the 31sr Dhermann Cument, in London, Calcutta, Bombay, Shanghai and

the respective Offices, the above Call or its equivalent in the Currency of the above: mentioned places. PROVISIONAL CERTIFICATES are being is-

sned in Exchange for the First Call Receipts, which are to be surrendered to the Bank, Holders of Provisional Certificates when paying this Call, will please send same to this Office to be endorsed The Rate of Exchange for Hongkong is fixed at 3/- Sid. or \$53.90 per Share.

Interest at the Rate of 7 % per Amum will be Charged on Calls unquaid on the 31st December. By Order of the Court of Directors,

T. JACKSON, Chief Manager, Hongkong, December 13, 1883. 1121

AT HAIPHONG.

fundeur 45 YARDS—ou à vendre.

LOUER UN TERRAIN VOISIN BU A CONSULAT sur le port avec les droits de quai, longueur 200 yanns, profondeur 100 YARDS, avec deux maisons et dépondancies, citerne, &c. Plus un terrain sur la rive du canal servant de marché, longueur 80 YARDS, pro-

S'addresser à Mr. THEVENIN. Hongkong, March 12, 1884.

NOTICE.

THE Undersigned has been instructed by LIMITED, of London, with the exclusive SALE of their MANUFACTURES in Hongkono, Macao and Canton, and begs to inform the Public that the said Company will not accept Indents from the abovenamed places unless received through the Undersigned.

E. F. DE SOUZA. Hongkong, Fabruary 28, 1884.

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER,

22, PRAYA CENTRAL.

MOTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS. &c., &c., &c. Hongkong, May 1, 1882.

Intimations.

FOR CANTON. HE WELL-KNOWN GERMAN STEAMER $^{**}CHINA^{*}$ NIGHT-BOAT, leaving Hondkond and

The Agents: Messra, ARNHOLD, KARBERG & Co., Cantine: Messis, HING LEE & Co.,

CAPTAIN on Board. Hongkong, February 27, 1884.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CIONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the Half-REGISTERED SHAREHOLDERS entitled to Year ended December 31st, 1883, on or NEW SHARES, are requested to Pay, at before March 31st next, on which date the Accounts will be Closed.

By Order of the Board of Directors, D. GILLIES,

Hongkong, February 26, 1884

DOBT. SIM & Co.'s PATENT ANTI FOULING COMPOSITION: ← as supplied to Her Majesty's Ships; The P. & O. S. N. Co.;

The Japanese Government, EDWARD GEORGE. Hongkong, January 31, 1884.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

HIS Company now grants passages THROUGH TO LONDON vid Marseilles, including Continental Railway fares, at the same rate as for the route by sea to London, viz., \$380. The fare to Marseilles is now similar to sion from 1st March. that charged to Brindisi or Venice, viz.,

Superintendent. Hongkong, March 13, 1884.

THE "SANTIAS" COMPANY, PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

QUARANTINE IN EUROPE.

Passengers by the Company's Steamers have always the option of continuing the journey on to London, on payment of the of the above Descriptions under the Superdifference of fare,

Superintendent.

Houghoog;

NOTICE TO SHAREHOLDERS.

Secretary.

. The Douglas Steamship Company; Sole Agent, China, Japan, and Manila,

NOTICE TO PASSENGERS.

TYASSENGERS and SHIPPERS by the above Company's Steamers are informed that QUARANTINE ENFORCEMENTS have been reduced at MARSHILLES to 24 hours, and at Venice to 2 days, performed on board the Steamer at both ports. QUARANTINE will probably be removed from all ports by the time Steamers now leaving CHINA will arrive in the MEDITER-

A. McIVER.

For Sale.

NOW ON SALE.

DR. E. J. EITEL.

CROWN OCTAVO, Pr. 1018.

Номокомо, 1877-1883.

Part IV. T-Y, \$3.00

betically arranged according to the sounds

tonesePit gives also the Mandarin pronunciation of all characters explained in the

confined to the Cantonese Dialect, but the

work is a practically complete Thesaurus of the whole Written Language of China, an-

LANE, CRAWFORD & Co.

FOR SALE.

CHAMPAGNE,

PUBLICATIONS BY J. DYER BALL.

"CANTONESE MADE EASY"-A

CANTONESE COLLOQUIAL with Free and

Rendering English Grammatical Forms into

Chinese and vice versa.—Price, \$2. Inter-

leaved Copies, \$2.50.

GIBB, LIVINGSTON & Co.

Pints......\$21 per 2 doz. 11

Hongkong, December 20, 1883.

Hongkong, January 15, 1883.

separately.

M-T

A-K, ... \$2.50

PUBLIC AUCTION.

CHINESE DICTIONARY THE Undersigned has received instruc-CANTONESE DIALECT, THURSDAY. tho 20th March, 1884, at 2 p.m., at his Sales Rooms, Queen's Road,—

> CURIOS, &c., belonging to the Estate of Dr. A. H. von DER HORCE, -comprising :-

A Reduction of ten per cent, will be WARE of MING, YEUNG-CHEONG, HONGallowed to phrelissers of Ten or more copies. KONG-SEE, and OTHERS. This Standard Work on the Chinese Lan-OLD CHEN-CHEW WARE (TAI-MING). guage, constructed on the basis of Kanghi's SCREEN of 100 Flaures (Kin-Loons). Imporial Dictionary, contains all Chinese MING BRONZES. characters in practical use, and while alpha-

TERMS OF SALE.—As customary. of the oldest dialect of China, the Can-J. M. ARMSTRONG, Auctioneer. book, so that its usefulness is by no means

PUBLIC AUCTION

1HE Undersigned has received instruc-A Supplement, arranged for being bound and used by itself, and containing a List - tions to Sell by Public Auction, on of the Radicals, an Index, and a List of FRIDAY. Surnames, will be published and sold

Sales Rooms, Peddar's Wharf Buildings,-A VERY FINE SELECTION OF. JAPANESE PORCELAINS, ENAMELS, BRONZES, IVORIES, &c., comprising: TULES MUMM & Co.'s

> IMARI VASES, TSUEOS, PLATES, BOWIS, INCENSE JARS, FIGURES, &C., TORIO EN-AMELLED VASES and JARS, BEONZES, IVORY NITSKIES, SILK SCREENS.

Dook of Simple Sentences in the Auctioneer. Hongkong, March 17, 1884. Literal Translations; and Directions for

"We most cordially recommend it."-China Review. "Will be found to supply a want long felt by students of Cantonese."

— Daily Press. "Mr. Ball's Notes on Classifiers and Grammar will be found very FOR HOLHOW AND PAKHOL valuable,"-China Mail.

"EASY SENTENCES IN THE HAKKA DIALECT with a VOCABULARY,"— Price, \$1. "The Sentences given appear to be well | tised. arranged."—China Mail. 14 Contains a

wide range of subjects."-Chinese Recorder, "An extensive Vocabulary."—Daily FOR SALE at Messrs. Kelly & Waish's, THE CHINA & MANILA STEAMSHIP W. BREWER'S, and LANE, CRAWFORD & Co.'s, Hongkong; and at Messrs.

Hongkong, January 23, 1884. FOR SALE CHEAP.

TIVE Hundred to Six Hundred Tons COKE and COAL TAR, in lots to For Freight or Passage, apply to suit, from one ton upwards, CHOY CHEW, . 230, Praya West.

To Let.

Hongkong, June 18, 1883.

TRÜBNER & Co.'s, London.

TO LET. DOOMS at No. 55, QUEEN'S ROAD EAST. Apply to MAGEWEN, FRICKEL & Co.

Hongkong, March 6, 1884. TO LET. TO. 25s, Praya Central. Nos. 4, 7 and 8, Seymour Terrace. No. 16, HOLLYWOOD ROAD,

DAVID SASSOON, SONS & Co. Hougkong, February 25, 1884. TO LET. THE PREMISES now occupied by us,

Apply to

No. 11, QUEEN'S ROAD CENTRAL. For further Particulars apply to Messrs. Russell & Co. GEO. R. STEVENS & Co.

Hongkong, August I, 1883.

TO LET. 1)ARSEE VILLA," ROBINSON ROAD, and No. 56, PEEL STREET. Posses-

DORABJEE NOWROJEE. Victoria Hotel. Hongkong, February 22, 1884. ODOWNS_TO LET.

PRAYA EAST AND WANCHAL ROAD. For Particulars, apply to SIEMSSEN & Co. Hongkong, April 26, 1862.

HOP SHING & Co.,

ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, &c., WEST POINT IRON WORKS. TTAVING This Day commenced Busi-NESS, are ready to undertake Work April.

vision of an Experienceo European.

and at moderate terms.

24th September, 1883

Orders executed with the utmost despatch

SUNDRY CHINESE AND JAPANESI

KIN-LOONG 5-COLORS VASES, PORCELAIN

HEE, KUT-CHOW, SONG-CHOW, NAM-KING,

Hongkong, March 17, 1884.

cient, and modern, as used all over the Empire, whilst its introductory chapters JAPANESE PORCELAIN WARE serve the purposes of a philological guide

the 21st March, 1884, at 2 p.m., at his

SATSUMA, KAGA, TOKIO, OWARI and

TERMS OF SALE.—As customary. G. R. LAMMERT,

Catalogues will be issued previous to the

Steamers.

Shipping.

The Steamship Capt. McCaslin, will be despatched for the above Ports on THURSDAY, 20th Instant, at Daylight, instead of as proviously adver-

For Freight or Passage, apply to RUSSELL & Co. Hongkong, March 18, 1884.

COMPANY, LIMITED. FOR MANILA VIA AMOY. The Co,'s Steamship " Diamante," Captain STACH, will be despatched for the above Ports on FRIDAY, 21st Instant, at 5 p.m.

RUSSELL & Co., General Managers. Hongkong, March 17, 1884.

FOR BANGKOK (DIRECT.) THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY, LIMITED. The Company's Steamer

Captain J. Newton, will be despatched for the 414 above Port on SATURDAY, the 22nd Inst., For Freight or Passage, apply to YUEN FAT HONG, Agents.

FOR SWATOW AND BANGKOK

Hongkong, March 13, 1884.

at 8 a.m.

THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY, LIMITED. The Company's Steamer Capt. H. STRATTON, will be despatched for the above Ports on SUNDAY, the 23rd Inst.,

YUEN FAT HONG, Agents. Hongkong, March 18, 1884.

UNION LINE.

For Freight or Passage, apply to

FOR YOKOHAMA AND HIOGO. The Steamship Captain Culland, due on of their Goods from alongaide.

or about 22nd Instant, Cargo impeding discharge of will have immediate despatch for the above

For Freight or Passage, apply to RUSSELL & Co. Hongkong, March 17, 1884. FOR SYDNEY & MELBOURNE.

LAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALE. DONIA, TASMANIA and FIJL) The Eastern and Australian Steamship Co.'s Steamer Cutterthun Catterthun Captain H. CRAIG, will be despatched above on or about SATURDAY, the 5th

GIBB, LIVINGSTON & Co., Hongkong, March 18, 1884.

For Freight or Passage, apply to

Shipping.

THE CHINA & MANILA STEAMSHIP

FOR ILOILO. The Co.'s Steamship Captain Havin, will be despatched for the above Port on TUESDAY, 25th Inst., at 5 p.m. For Freight or Passage, apply to

General Managers.

STEAM NAVIGATION COMPANY. STEAM FOR

SAID, AND TRIESTE 482 (Taking Cargo at through rates to CAL CUTTA, PERSIAN GULF PORTS. ODESSA, and the MEDITERRANEAN PORTS.) The Co.'s Steamship

> COMPAGNIE DES MESSAGERIES MARITIMES.

Commandant Dibles, will be despatched for SHANGHAI shortly after her arrival from

NOTICE.

PAQUEBOT POSTE FRANÇAIS. The Co.'s Steamship Commandant BLANC. will be despatched for

Acting Agent. Hongkong, March 18, 1884.

Sailing Vessels. FOR VICTORIA, BRITISH COLUMBIA. The American Barque Capt. Dopp, shortly expected, will load here for the above Nanaimo. Port, and will have quick despatch.

> FOR NEW YORK. The 3/3 L.1.1. American Bark Penobecot.

ARNHOLD, KARBERG & Co.

RUSSELL & Co. Hongkong, March 17, 1884.

Notices to Consignees. FROM LONDON, PENANG AND

Cargo remaining undelivered after the 25th Instant will be subject to rent. No Fire Insurance has been effected. JARDINE, MATHESON & Co. Hongkong, March 18, 1884.

Noon To-DAY, the 18th March.

NEW YORK. ONSIGNEES of Cargo perabove Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery Cargo impeding discharge of the Vessel will be landed and stored at Consignous' risk and expense, and no Fire Insurance

NETHERLANDS INDIA STEAM

THE S. S. Gouverneur Generaal & Jacob having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge will be at once landed and stored at Consignees' risk

PRICE, \$24 PER ANNUM. Steamers.

COMPANY, LIMITED.

RUSSELL & Co.,

Hongkong, March 13, 1884. AUSTRO-HUNGARIAN LLOYD'S

SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT

Berenice. Capt. P. CRILLAVICH, will be despatched as above For further Particulars, apply to MELOHERS & Co.,

NOTICE. PAQUEBOT POSTE FRANCAIS.

> I. MARTIN, Acting Agent,

COMPAGNIE DES MESSAGERIES MARITIMES.

the next French Mail from Europe. I. MARTIN.

EATON, Master, will load here for the above Port, and will have quick despatch.

SINGAPORE. THE Steamship Clenely having arrived from the above Perts, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Bills of Lading will be countersigned by

will be effected. DOUGLAS LAPRAIK & Co.,

FROM BATAVIA AND SAIGON.

Agents. Hongkong, March 15, 1884

on or about FRIDAY, the 28th Instant: Hongkong, March 15, 1884.

The Co.'s Steamship

Hongkong, March 18, 1884.

YOKOHAMA shortly after the arrival of

For Freight or Passage, apply to

Hongkong, March 14, 1884.

For Freight, apply to

Optional Cargo will be forwarded unless notice to the contrary be given before

AMERICAN SHIP RAPHAEL, FROM

Hongkong, March 11, 1884. (Calling at PORT DARWIN & QUEENS. | NAVIGATION COMPANY, LIMITED.

> and expense. JARDINE, MATHESON & Co.,

For Sale. MacEWEN, FRICKEL & Co. No. 53, Queen's Road East, (OPPOSITE THE COMMISSARIAT), ARENOWLLANDING FROM AMERICA. ALIFORNIA RACKER OMPANY'S BISCUITS in 5 lb tins, and loose. Soda BISCUITS. Assorted BISCUITS. Small HOMINY: Cracked WHEAT. OATMEAL. CORNMEAL. TOPOCAN BUTTER. Apple BUTTER. Eastern and Californian CHEESE. CODFISH, Boneless. Prime HAMS and BACON. Engle Brand Condensed MILK. Family BEEF in 25 th kegs. Beau Ideal SALMON in 5 lb cans. Cutting's Desert FRUITS in 2 th caus. Assorted Canned VEGETABLES. Potted SAUSAGE and Sausage MEAT. Stuffed PEPPERS. Assorted SOUPS. Richardson & Robbin's Celebrated Potted MEATS. Lambs' TONGUES. Clam CHOWDISE. Fresh OREGON SALMON. Dried APPLES. TOMATOES. ${f SUCCOTASH}$ Maple SYRUP. Golden SYRUP. LOBSTERS. OYSTERS. HONEY. Assorted JELLIES. Green CORN. SCALES. RAIRBANKS' 400 lb. Capacity. - 990 lb. $1,200 \text{ lb}_{c}$ CORN. BROOMS. OFFICE HIGH CHAIRS. AXES and HATCHETS. AGATE IRON WARE. WAFFLE TRONS. SMOOTHING TRONS. PAINTS and OILS. TALLOW and TAB. YARNISHES. DEVOE'S NUMPARIEL BRILLLAT KEROSINE OIL, 159° test. Ex late Arrivals from ENGLAND. A LARGE ASSORTMENT OF S T O R E S, 2 indicting:

CHRISTMAS CAKES. PLUM PUDDINGS

ALMONDS and RAISINS. Crystallized FRUITS. TEYSSONEAU'S DESSERT FRUITS. Pudding RAISINS. Lante CURRANTS.

MINCEMEAT

Fine TORK HAMS PICNIC TONGUES. PATE DE FOIE GRAS. SAVORY PATES.

FRENCH PLUMS. BRAWN.

INFANTS', FOOD. CORN FLOUR.

SPARTAN COOKING STOVES.

HITCHCOCK HOUSE LAMP. PERFECTION STUDENT LAMP CLARETS-CHATEAU MARGAUX. CHATEAULA TOUR, pints & quarte.

1RES GRAVES, BREAKFAST CLARET, " SHERRIES & PORT-SACCONE'S MANZANILLA & AMON-"TILLADO. SACCONE'S OLD INVALID PORTA Vanctions From S 6 4 2 HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.-1 and 3-star HENNESSY'S BRANDY. BISQUIT DUBOUCHE & Co.'s BRANDY. FINEST OLD BOUREON WHISKY. KINAHAN'S LL WHISKY. ROYAL GLENDEE WHISKY. Boord's OLD TOM. E. & J. BURKE'S HUSH WHISKY. ROSE'S LIME JUICE CORDIAL NOBLY PRAT & Co.'s VERMOUTH. CRABBIE'S GINGER BRANDY. -EASTERN CIDER.

CHARTREUSE. MARASCHINO. JURACAO. ANGOSTURA, BOKER'S and ORANGE BITTERS. &c.,

BASS'S ALE, bottled by Cammion and SAUNDERS, pints and quarts. GUINNESS'S STOUT, bottled by E. & J. BORKE, pints and quarts. DRAUGHT ALE and PORTER, by the ALE and PORTER, in hogsheads.

Specially Selected

Fine New Season's CUMSHAW TEA, in 5 catty Boxes. BREAKFAST CONGOU @ 25 conts p. fb.

MILNER'S PATENT FIRE PROOF SAFES, CASH and PAPER BOXES, at Manufacturer's Prices. Hongkong, December 1, 1883.

insurances.

THE LONDON ASSURANCE. INCORPORATED, BY ROYAL CHARTER OF His Mujesty King George-The First,

FITHE Undersigned having been appointed A Agenta for the above Corporation are prepared to grant Inaurances as follows :--Marine Department. Policies at current rates, payable either here, in Landon, or at the principal Ports of India, China and Australia.

Fire Department. Policies is sued for long or short periods at current rates.

Lijs Aspartment.Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

NOTICE. QUEEN FIRE INSURANCE COM-PANY.

TEAHE Undersigned are prepared to accept 1 Risks on First Class Godowns at per cent, net premium per annum. NORTON-& Co., Agents.

Houghong, May 19, 1281. THE STRAITS INSURANCE COM-PANY, LIMITED.

TEXILE Undersigned having been appointed Agents for the above Communy are ! propaged to GRANT PORTIES OF MARRINE RISKS to all parts of the World, at current

ARNHOLD, KARBERG & Co. Hongkorg, November 5, 1883. NORTH BRITISH & MERCANTILE INSURANCE COMPANY. 17 HIE Understand, Americal the above

against Filtle at Carrent R. tes-GHLMAN & Co. Horeghoung, January & 4882. LANGARITHEE INSURANCE

COMPANY.

(FIRE AND LIFE.)

Capital, Two Millions Syerling. FILLE Undersigned are prepared to grant Poper as ogning the Risk of FIRE on Building or on Guede store & therein, on thook or hourd Ye was and on Bulls of Wengels he therhour, at the usual Terms Proposita for Ania Assurances will be re-

espect but committed to the Directors. ther elections are up to 2000 ton a Single A how Release of Americana, forms of propossils or an each as information, apply to

ARNEOLD KARBIRG & Co., Agreed the glong a Canton Honglone, Jornay 4, 1897. THE CHARLE E WAIL. THIS to pure your issued every day. "The following there is thends of Pone"

William per mand a delivered in Hong $k_{BBB} = i \psi_{BBB} + i \psi_{BB} = I \pi i U_{BB} + i V_{BBB} = i V_{BBB} + i V_$ Tomat one of great to water a westign. The office approach of the perior is of course. thrive the section active community. Incorporate where the open to be round the countries and according assessmy to The projectors, lesing their estimates upon the mean reliable information from the verber, Peaus in China and Japan,--

from America, the Corners, Bagapute, Pemany, Selly or radical are decorrequented by The Charles of a fact themselves justified in more massing a lerve and ever increasing lefrentiation. The following or microd to adverticers are the resure unuse dly great, and the foreign community generally will find it to their interest to avail themselves of The field open to a paper of this descrip- FRIDAY, the 21st Instant, at Daylight. tion-conducted by native charts, but

progressive and anti-costructive in toneis almost limidees. It on the one hand commands Chinase belief and interest, while on the other is deserves every aid that can be given to is by foreigners.

Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisaments. Subscription orders for the above may be OHO. MURKAY BAIN,

Hongkong, Merch 19, 1884. MET THE TOTAL - GUOTEL TIONS. HK. and 87(9). $\pm z \approx \pm 20.84,063,260$ $\phi = 67,645.23$

Union has Nos 2, table 8 Lines 8 120 C Disermice.... 24,000 t 790.00 s 25 7 C'ton inc. Orland J. Wir S. The B 936 \$ 50 \$ 885,000 \$ 285,234,008 China Francis 10,0 mg 10,0 mg 26 8 26 8 516,978 \$ 106,366,49 \$3.60an.di 65 proporti -STRAN CRASS Onate HE, C. a.d. M. 100 8 75 8 215,666 S describent ... with 3 Indo-China B. Nav. Un. 125600 L China & Line S. E. Coy., LL 3,520 \$100, all MCCCMANAGE SAL 125/3 125/3 18,000/3 16 27,758.14.8 2 1003 1008 30,0008 [2,966,66] \$3 8404 6.629.704 % 543.83 \$10 % for \$145 1003 - 1003656.32 \$10 p. sh. 3105 4,090.65 $100 \, \mathrm{S} \cdot 100 \, \mathrm{L}$

HiC, and China. Gas Co...... 5,900 S History Modell 2,000 a H'kong Ice Co. 1,250 Hkong Bakeryi Luzon Sugar Co. 7,066 \$ -Perak Tin Mining & Smelting First year Company...... 3,000 S Selangore Tin \$215 50 all Mining Co. of 100 all $-2,500 \, \$$ Shanghai..... $Rates \ of$ Payable. Interest. ${
m June 30\, Dec 31}$ Feb. 28 Ag. 31 April & Oct. 1881 8,505 Tl. 500 all Jno16&Dc.10

Sugar Deben-June & Dec. * For 6 months to 30th June .- + Dividend for 1882 and Bonus of 25 per cent .- + To 80th April 1883 .- I For year 1882.-!! For half year ended 31st Dec., 1883.- S For 1863. EDWARD GEORGE, Share Broker.

To-day's Advertisements.

COMPAGNIE DES MESSACIERIES CITY HALL, HONGKONG.

PAQUEBOTS POSTE FRANCAIS. T YNCH FAMILY BELLRINGERS AND VOCALISTS. SAIGON, SINGAPORE, BATAVIA, COLOMBÓ, ADEN, SUEZ, ISMAILIÁ, (ORGANIZED 1867). PORT SAID, SYRIAN PORTS,

TO MORROW (THURSDAY) the 20th March, 1884.

GRAND COMMAND NIGHT.

ON TUESDAY, the 25th March, 1884, at Noon, the Company's S. S. Under the Distinguished Patronage and HAOUMDDY, Communicant Pasqualist, in the Presence of with MAILS, PASSENGERS, SPECIE, THEIR EXCELLENGIES: and CARGO, will leave this Port for the SIR GEORGE FERGUSON BOWEN. G.C.M.G., Governor of Hongkong;

MUSIC OF, BELLS.

Falling at intervals upon the ear,

Where memory slept -- Comper.

p.in., and terminate at 11 o'clock.

In culence sweet! now dying all away,

With easy force it opens all the cells

Now pealing loud again and louder still,

The Performance will commence at

Admission: -\$2 and \$1.

SATURDAY NEXT

AST APPEARANCE IN

HARRY LYNCH,

HONGKONG.

ENTIRE CHANGE OF PROGRAMME.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SHANGHAL

Taking Cargo & Passangers at through rates

for CHEFOO, TIENTSIN, NEW-

CHWANG, HANKOW and Ports on

dhe YANGTSZE.)

Captain Invine, will despatched as above

SATURDAY, the 22nd Instant, at 4 p.m.

JARDINE, MATHESON & Co.,

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

despatched on or about

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOROHAMA, AND SAN FRANCISCO.

FITHE U. S. Mail Steamship CITY OF

1 PEKING will be despatched for San

Francisco, via Yokohaina and Honolulu,

on TUESDAY, the 1st April, at 3 p.m.,

Through Bills of Lading assued for trans-

Through Passage Tiekets granted to

England, France, and Germany by all

RETURN PASSACES. -- Passengers, who

have paid full fare, re-embarking at San

of 20 % from Return Fare; if re-embarking

within one year, an allowance of 10 % will

be made from Return Fare. Pre-Paid Re-

turn Passage Orders, available for one year,

For Freight or Passage, apply to

Hongkong, March 19, 1884.

General Managers.

The Co.'s Steamship

Captain Brown, will

BUTTERFIELD & SWIRE,

Ayents.

For Freight or Passage, apply to

Hongkong, March 19, 1884.

The Co.'s Steamship

Hongkong, March 19, 1884.

Than of Hall and Tickets at Kelly &

Cargo and Specie will be registered for London as well as for Marseilles, and ac-WILLIAM MONTAGU DOWELL cepted in transit through Marseilles for the K.C.B., Commander in Chief of principal places of Europe. H. M. Squadron; Shipping Orders will be granted until MAJOR-GENERAL J. N. SARGENT, C.B. Noon of 24th March, 1884. Commanding H. M. Forces Cargo will be received on board until 4 in China. p.m., Specie and Parcels until 3 p.m. on the 24th March, 1884. (Parcels are not

the Agency's Office.) Programme has been prepared :-Contents and value of Packages are re-For further particulars, apply at the The music highest bordoring upon heaven. Company's Office. -Lamb.I. MARTIN.

Acting Agent. Trongkong, March 13, 1884.

to be sent on board; they must be left at

Mails.

NOTICE,

MARITIMES.

STEAM FOR

NAPLES, MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA;

PONDICHERRY, MADRAS, CALCUTTA

AND ALL INDIAN PORTS.

Not Responsible for Debts. either the Captain, the Agents, nor

Owners will be Responsible for and Debt contracted by the Officers or Crew of the following Vessels, during their stan in Honokong Harbour:-Company, are unhorized to hisure Paciarnera, German brig, Caplain W. N. Watsu's. Möller, Wieler & Co.

Justica Naciouson, Bull, steamer, Capt. 14 G. Harrison. -- Adamson, Boll & Co. HATHAEL, American ship, Captain J. W. Sherman,-Douglas Lapraik & Co.

To-day's Advertisements.

DOUGLAS, STEAMSHIP COMPANY LIMITED,

FOR AMOY AND TAMSUL The Co.'s Steamship Captain Westony, will be despatched for the above Ports TO-MORROW, the 20th Instant, at The remains will be greated on B pane, instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

> Hongkong, March 19, 1884. FOR SHANGHAL

Taking Caygo & Passengers at through rates for CHEFOO, THENESIN, NEW-CHWANG, HANKOW and Ports on the VANCTSZE.) The Steamship - Glenela.

Capt. Quarray, will be at a sale was addensate hed as above TO MORROVY, the 20th Instant, at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, March 19, 1864. 494 the 24th Instant.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAL FLA AMOY. Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and

Parts on the YANGTSZE,) The Co.'s Stremship . Surpedon, .Captain WARD, will be minimizar delegiatelied as above on For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Honghong, March 19, 1884.

TO LET.

taking Passengers and Freight, for Japan, the United States, and Europe. NUNGALOW, No. 33, THERD STREET. BELILIOS & Co. .

portation to Yokohama and other Japan 501 Inland Cities of the United States, via Overland Rallways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central Май. 19, 1884. and South America, by the Company's and Dast Dis Closian Queconnecting Steamers. ridend, Calions, Cash. trans-Atlantic lines of Steamers.

, £20m s. 122 % = 82775 11.1200 p. she within six months, will be allowed a discount

will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Freight will be received on board until 4 p.m. on the 31st March. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent-to the Company's Offices in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. F. E. FOSTER.

Agent. Hongkong, March 19, 1884.

SHIPPING.

ARRIVALS. March 19, 1884:-Yangtsze, British steamer, 783, F. Schulz, Shanghai March 15, General, -Siemssen &

Sarnedon, British steamer, 1,590, Joseph Ward, Liverpool Jan: 29, and Singapore March 13, General.—BUTTERFIELD & SWIRE H.I.C.M.S. Chi-an, 700, Tong Yew, Tye-pang March 16.

CLEARED. Ping-on, for Hothew. Sarpedon, for Shanghai Joshua Nicholson, for Shanghai. DEPARTURES March 10 :-

Rosslyn, for Amoy. Hai-king-ching, Chinese gunboat, for Canton Hai-tung-hung, Chinese gunboat, for Canton. Yangtsze, for Canton, F Malwa, for Europe, &c. Arabic, for Yokohama and San Francisco. Ningpo, for Ningpo. Lacries, for Singapore, &c. Namoa, for Coast Ports.

Zambesi, for Singapore, &c. Glenearn, for Singapore, &c. Arratoon Apour, for Singapore. &c. Luco, for Haiphong.

PASSENGERS.

ARRIVED. Per Sarpedon, from Singapore, &c., 90

Per Malun, from Hongkong: for Singapore, Messrs Malcolm and Foong Kong for Penang. Mr Chun Wye, Hon. F. B Johnson, Mr and Mrs Brown and family ; for London, Mr Bernardine Fernandes; for

Marseilles, Messrs Robt. Howie and H. H. Ralph. - From Shanghai: for Bombay, Messrs S. C. Khan and R. M. Moses; Venice, Mr H. Yeoman; for London, Mr and Mis D. Brand, 5 children, nurse and 2 amaha, Mr and Mrs E. Byrne, 6 children and amah, and Mrs A. L. Morton Monerieff -From Yokohama; for Singapore, Mr E In honour of which occasion a Select J. Nanson; for Bombay, Mr and Mrs-Blis

sett, and Miss Murray; for London, Mrs F. S. James, 2 infants and 2 amahs, and Mr.L. Hindson; for Marseilles, Messrs E Whittall, and G. B. Berrick. Per Arabic, for Yokohama, Major and How soft the cadence of those villages bells Mrs Carr Dyer, and 3 Chinese; for San Francisco, Lieut. A. B. Wyskoff, U.S.N.

Rev. Mr and Mrs W. K. McKitton and 3 children, Mr and Mrs B. O'Brien, and 598 Chinese; for Paris, Mr F. Leyburn; for Honolulu, 606 Chinese. Per Namoa, for Amoy, Mr Meduru; for Foochow, Messrs R. S. Shaw and R. Good

ridge; for Coast Ports, 1 European, and 204 Per Gleneurn, for Calcutta, Colonel Ross for Singapore, &c., I European, and 418

Por Ningpo, for Ningpo, 40 Chinese. Per Lacries, for Singapore, &c.; 856 Chi-

Per Zambesi, for Singapore, &c., 329 Chi-Per Arrateon Apear, for Singapore, &c., 3 Europeans, and 397 Chinese.

TO DEPART. Per Khiva, for Yokohama: from Hongkong, Dr Cottell, A.M.D., and Mr F. S. James : from London, Mr Fraser ; from Calcutta, Rov. and Mrs E. Scott, and Rov. Dr.J. Scott; from Singapore, Mr McPhee, Major and Mrs Patterson and ayah, and Mrs Bentley. Per Ping-on, for Hollow, &c., 25 Chi-

SHIPPING REPORTS. The British steamer Sarpedon reports: Fine weather throughout.

CARGOES.

Per American barque Quickstep, Honglong to Victoria, B.C., sailed February 6th, 1884 :- 15,610 bags Rico, 476 bags Sugar, 56 bags Boans, 500 boxes Oil, 70 pkgs. Soy, 550 pkgs. Samshoo, 54 pkgs. Fire Crackers, 2 boxes Cigars, 190 pkgs. Tea (unknown), and 2,695 pkgs. Merchan-

Per American ship Loretto Fish, Hongsong to San Francisco, sailed March 5th:-33,948 bags Rice, 847 bags Tapioca, 460 bags Beans, 264 bags Sugar, 239 bags Coffee, 50 bags Pepper, 707 pkgs. Soy, 580 hoxes Oil, 435 pkgs. Fire Crackers, 215 boxes Cassia, 150 pkgs. Nutnieg, 30 pkgs. Cinnamon, 10 pkgs. Mace, 1,330 pkgs. Tea (unknown), and 14,129 pkgs. Merchandise.

POST OFFICE NOTICES. MAILS will close:—

For NAGASAKI, HIOGO, AND YOKO-Per Khiwa, at 11.30 a.m., on Thursday, the 20th inst.

For AMOY AND TAMSUL -Per Fokien, at 2.30 p.m., on Thursday, the 20th inst., instead of as previously notified.

For SHANGHAL -Per Glenely, at 3.30 p.m., on Thursday,

the 20th inst. For SAIGON.— Per Massalia, at 4.30 p.m., on Thursday,

the 20th inst. For AMOY AND MANILA. Per Diamoide, at 4.30 p.m., on Friday, the 21st inst. For BANGKOK.—

Per Danube, at 7.30 a.m., on Saturday, the 22nd inst. Ports, to San Francisco, to Atlantic and For MANILA .-Per Remus, at 3.30 p.m., on Saturday, the 22nd inst., instead of as proviously notified.

For SHANGHAL-Per Pasang, at 3.30 p.m., on Saturday, the 22nd inst.

FOR SWATOW AND BANGKOK --Per Phra Chom Klao, at 5 p.m., on Saturday, the 22nd inst. Francisco for China or Japan (or vice versa) For SINGAPORE, PORT DARWIN, THURSDAY ISLAND, COOK TOWN. TOWNSVILLE.

> &c., &c., &c.-Per Taiwan, at 3.30 p.m., on Monday, the 24th inst. MAILS BY THE FRENCH PACKET.—

The French Contract Packet Iranuaddy will be despatched on TUESDAY, the 25th March, with Mails for the United Kingdom, Europe, and places beyond, vid Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraliar.

The usual hours will be observed in closing the Mails, &c. HOURS OF CLOSING

THE FRENCH MAIL The following hours are observed in closing Mails, &c., by the French Contrac Day before departure (or Saturday if the de-

parture be on Monday),-P.M.—Money Order Office closes. Post Office closes, except the NIGHT Box, which is always open out of Office hours. Day of departure,-

A.M.—Post Office opens. A.M.-Registry of Letters ceases. Posting of all printed matter and patterns ceases. A.M. - Mails closed, except for Late

11.10 A.M.—Letters may be posted with Late Fee of 10 cents until 11.30 A.M.—When the Post Office closes 11.40 A.M.—Late Letters may be posted on board the packet with Late

Fee of 10 cents until time of

MEMOS. FOR TO-MORROW Shipping.

Daylight .- Ping-onleaves for Hoihow, &c 3 p.m. - Fokien leaves for Amor, &c. 4 p.m.—Glendy leaves for Shanghai.

Auctions. 2 p.m.-Auction of Chinese and Japanese Curios, &c., at Mr J. M. Armstrong's Amusements. 9 p.m, -Concert at the City Hall.

Miscellaneous. List of Contributions to the Canton Ins Office, Ltd., to be sent in before this

General Memoranda. FRIDAY, March 21:-

Daylight.—Sarpedon leaves for Shanghai. Luzon Sugar Refining Co., Ltd., at No 7. Queen's Road Central. 2 p.m.-Auction of Japanese Porcelain Ware, at Mr G. R. Lammert's. 5 p.m.—Diamante leaves for Manila.

ATURDAY, March 22:-8 a.m.—Danube leaves for Bangkok. 4 p.m.-Posang leaves for Shanghai. Claims against the Yorkshire must be sen in to Messrs Russell & Co:, on or before this date. Transfer Books of The Chinese Insurance

Co., Ltd., closed from this date to the 29th Instant, inclusive. INDAY, March 23:---8 a.m.—Phra Chom Klao leaves for Swatow and Bangkok. UESDAY, March 25 :-

Noon.—French Mail leaves for Ports of Call and Europe. p.m.-Amatista leaves for 110110. Goods per Glenely undelivered after this date subject to rent.

TURDAY. March 29:-Noon.-Meeting of Shareholders of The Chinese Insurance Company, Limited, at Head Office.

Tuesday, April 1:--3 p.m. -P. M. S. Co.'s Steamer leaves for Yokohama and San Francisco.

HONGKONG DISPENSARY Established A.D. 1841.

香港大雞拐 A. S. WATSON & Co., AMILY & DISPENSING CHEMISTS WHOLESALE AND RETAIL DRUGGISTS.

IMPORTERS SUNDINES. NURSERY REQUI-SITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT

Medicines.

MANUFACTURERS Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Acrated Waters. For The Manufactory is under direct and

continuous European Supervision. Hongkong, June 1, 1876. Passenous arriving in Hongkong, or any other persons who may desire to consult the files of local, China, Japan, American, English, Indian or Australian newspapers, are invited to call at the "CHINA MAIL" Office, where over

sixty newspapers, dailies and weeklies. from these countries, are now filed for reference. BIRTH. At Hamburg, on the 18th Instant, the Wife of WILHELM ROST, of a Daughter. The publication of this issue commenced

at 7.15 n.m. The China Atlail.

HONGRONG, WEDNESDAY, MARCH 19, 1884.

LOCAL AND GENERAL

PASSED CANAL:-Gordon Castle Feb. 19 Bellerophon and Stentor Feb. 26; Glencagles and Telemachus Mar. 3; Oxford- Monday, shire and Cardiganshire March 7; Tuesday,

Yangtsé March 10. The next AMERICAN MAIL, per the P. M. S. S. Co.'s steamer City of Peking, with San Francisco mails to the 21st Sunday, February, left Yokohama on the 16th instant, at daylight, and may be expected to arrive here on or about Saturday, the 22nd inst.

The next FRENCH MARL, por the M. M. Natal, left Singapore for Hongkong on be expected to arrive here on or about Sunday, the 23rd inst:

The S. S. Naples left Sydney for Hongkong, via usual ports, on the 29th ult. The S. S. Iphiyenia, from Hamburg, left Singapore for this port at noon on the 15th instant. BANE, SYDNEY, MELBOURNE, The S. S. Berenice left Singapore for this

> THE E. & A. S. S. Catterthum, left Port Darwin on 18th Inst: and is due here on 29th Inst.

port on the morning of the 15t

THE officers of the Chinese gunboat Chi-an which arrived here to-day from Tye-pang corroborate the report of the defeat of the rebels at Nim Shan, Wai Chau-fu, by the Imperial troops. During the fight a military mandarin, named Wong Kum Fuk, received a shot which passed through his shoulder. The loss of the rebels is said to have been over 1000, and a large number were taken prisoners. The Imperial loss was not more than one-tenth that of the rebels. After the fight the rebels dispersed in all directions, and it was expected that tranquility would be speedily restored.

As an instance of the confidence the Chinese in this Colony had in the invincibility of the army defending Bacninh, we may state that, as soon as the news of the fall of the place was received, one of the native newspapers, with unusual enterprise, sent out an 'extra' containing the telegram communicated to us by Admiral Lespes. Some of the subscribers, instead of being pleased with the promptitude thus displayed in plucing before them important news,

them false intelligence. It was, they said, impossible for such an event to have happened, and the Editor of the newspaper was a fool.

NOTWITHSTANDING the very inclement no-

ture of the weather, there was a fairly large attendance at the entertainment given by the Lynch Family in the City, Hall yesterday evening. The programme consisted of performances with the bells by the Lynch Family and Professor Statham, several character sketches by Mr J. S. Farron, piano solos by Professor Statham, and the representation of an old farce entitled the 'Judge's Substitute by members of the Company. Too much praise can hardly be bestowed on Noon.-Meeting of Shareholders of the the excellent nature of the bell ringing. Every item performed drew forth a hearty round of applause from the audience, who seemed to derive the greatest enjoyment from the beautiful sounds elicited from the bells. The performers act together in perfect harmony, and the sympathetic and refined treatment some of the airs received, such as 'The Blue Bells of Scotland,' showed them to be artists of a very superior order. Mr Farron's character sketches were very amusing, and caused a good deal of merriment. Mr Farron was evidently suffering from a cold, and was apparently unable to do the same justice to some of his impersonations he otherwise would have done. Professor Statham played several selections on the piano to the great delight of the audience, who showed their appreciation of his superior playing by warmly applauding him. The Judge's Substitute was not very succeasful. The company perform again tomorrow evening.

THERE is now good ground for believing that Yunnan will soon be brought into telegraphic communication with Peking. Kuang-si, one of the most inaccessible provinces to foreigners, is now being made a sort of grand depôt for war material, and the Canton telegraph line is being extended through that province to Tonquin. The anti-foreign clique have not said a word about it. Had the construction of such a line of telegraph, or any other Western innovation, been undertaken in times of peace, it would not have been tolerated. The live has also been extended through the province of Fukien, where its introduction was most violently opposed ten years ago, although supported by the Government. Chen Yu-ying, Governor-General of Yunnan, is one of the bitterest opponents of 736 foreigners known, and has opposed everything calculated to benefit them. The only foreign manufactures of which he has tolerated the introduction have been firearms-old Tower muskets principally, and this exception to his general intolerance has been with the avowed object of driving all foreigners into the sen. He is not the only one of his party thus prejudiced. Most of the anti-foreign officials are bitterly hostile to our intercourse, and wear no article of foreign make, nor use either clocks or watches. Pêng Yu-lin has all along objected to use even foreign arms. Even now at this hour, when he is the commanderin-chief at Canton, he has not a foreign arm of any kind in his own force, and professes to be able to drive all foreigners away with his antiquated spears and tridents, and a few old-fashioned smooth-bore cannon of native

> for the week ending 16th March, 1884 :--Wednesday.

RETURN of visitors to the City Hall Museum

Totals 193 Grand total 2.673.

WEALTH, merely as wealth, has less weight the 16th instant, at daylight, and may in the United States than it has in Great Britain. We know that there is a commonhelief that wealth is more worshipped and is more powerful in New York than it is in London: but the belief is unfounded. Whether it is that wealth is too common in America, or that most Americans expect to be wealthy some day, or that they can remember when the rich man was a poor man, or whatever the reason may be, the fact remains that the possession of money counts for far less in New York than it does in London. And if we may credit Mr Archibald Forbes, the same state of affairs obtains in Australia as in America .--Saturday Review.

> The theory that milk, beer, and many similar fluids, are liable to be "turned sour by thunder," is a very widespread popular. belief; and like many other popular beliefs, it would seem to have some foundation in fact, and to be susceptible of scientific explanation. In the course of a learned paper, "On the Effect of Heat on the Atmospheric Dust," recently read by Mr. Aitken before the Royal Society of Edinburgh, the author showed that a disturbed electrical condition of the atmosphere greatly favoured the deposition of dust; and he suggested that this might be the explanation of the common belief that milk more readily turns sour, and that similar fermentive processes are more rapidly induced in thundery weather, the electrical conditions leading to the deposition of a greater number of bacteria in a given time. -British Medical Journal.

> THE published list of the crew of the ship. June, which was lost with all hands at the

I mouth of Mersey on Monday, shows to how great an extent the British mercantile marine, or, at least, some part of it, is now manned by foreigners. Of the twenty-nine officers and seamen who went down with the vessel, four were Swedes, two were Cermans, two were Finns, two were Corsibegan to abuse the messengers for bringing | cans, two were Lascars, one was a Bolgian.

one was a Norwegian, and one was a West Council, Indian negro. Only twelve, therefore, were natives of our own islands. Nor was the unfortunate crew of the June an was agreed to. exceptional one. A correspondent of a daily newspaper not long ago stated that English seamen have of late become almost unobthinable, save at very high wages, and that in British vossels sailing from British ports it is not unusual to find that 80 or even 90 per cent, of the crow is of foreign nationality. Further evidence upon this point is afforded by some statistics which Treasury to the upper story of the Post Ofhave been collected at Liverpool. Out of the British vessels that were lying in the docks during the last three months of 1883; 100 of the largest were selected; and, upon | Secretary's and Public Works Department inquiry and inspection of the books, it was found that of the 3,429 men composing the crews of these ships, 2,719 were of non-British birth.—St. James's Gazette.

MEETING OF THE LEGISLA-TIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. The whole of the members were present, the Hon. Keswick occupying the seat vacated by the Hon. F. B. Johnson,

THE EXPORT OF ARMS.

to amend Ordinance No 3 of 1882, relating to the export of arms, etc. He said the object of the amending Bill was to enable the Governor to grant permits for the export of arms and ammunition while a proclamation forbidding such export was in | vernment for a Court of Inquiry, and also | knots. force. This he was unable to do under the . law as it at present stood. They proposed in this Bill to give the Governor power to grant permits.

The Bill was read a first time.

THE MEDICAL REGISTRATION ORDINANCE. reading of this Bill, a copy of which we recently published. In doing so he prethe Bill, the measure having been referred the only change of importance was that referring to the retrospective portion of the Bill. Under the Bill as it at present stood, said the Attorney General, section 20 provided: 'This ordinance shall not affect medical practitioners practising in the Colony at the time of the passing of this ordinance, and objecting to be registered under its provisions.' After careful consideration the Committee decided to recommend that this clause be struck out and in the place of it there should appear, after the section imposing a fine of one hundred dollars on persons who practise without registering under the Ordinance, the following :--

But this Section shall not apply in relation to any person actually practising Medicine or Surgery in the Colony at the time of the commencement of this Ordinance, who before the expiry of 15 days from the date of the said commencement satisfies the Colonial Secretary that he is so

'The names of all such persons shall be published by the Colonial Secretary in the Gazette within one mouth from the date of the said commencement and no person whose name is not so published shall be entitled to the benefit of this exception.

The effect of so amending the Bill would person now practising medicine or surgery in the Colony who is not willing to come under the provisions of the Ordinance must give in his name to the Colonial Secretary within a month after the Ordinance comes into operation, and he would be registered as a person so practising. When he was so registered the penal provisions of the Ordinance would not apply to him; that was to say he could continue practising without incurring the penalty set out in the following section :-

'18. Any person not registered under this Ordinance who falsely takes or uses in this Colony any name or title or addition. implying a qualification to practice medicine or surgery, or who practises for gain or professes to practise or publishes his name as practising medicine or surgery, or receives any payment as practising medicine surgery, shall be liable for each offence, on summary conviction before a Police Magistrate, to a penalty not exceeding one hundred dollars.'

But, continued the Attorney General, although he would be allowed to conpractising in the Colony without incurring any penalty, at same time he would not be placed in such a favourable position as those who did go below. fulfil the conditions of the Ordinance and are properly registered. For instance, his certificate in all cases where one was required by law would not be good. would also not be able sue for his fees. He would have to make previous. He told me to let the Company his own arrangements for obtaining them. He could, however, call himself 'Dr' and the Sunday, to be able to resume running practise as one without incurring any penalty. The condition was that he must satisfy the Colonial Secretary without delay after the passing of the Ordinance that he was practising as a doctor here. The Bill as amended by the Committee

was read a second time without discussion.

NEW ORDINANCES. On the motion of the Attorney General, the following Bills were read the first

A Bill entitled An Ordinance for the naturalisation of William Doborck. A Bill entitled An Ordinance for the naturalisation of Channe Sz-kai. A Bill ontitled The Savings Bank Ordinance, 1834.

A Bill entitled The Preservation of Birds Ordinance, 1870. Amendment Ordinance, 1884. A Bill entitled The Post Office Ordinance.

the roman catholic cemetery.

Mr Ryris said that in the absence of Mr. Johnson he would move that the papers relating to the grant of land for a Roman Ustiolic Cometery be laid on the table. It was a matter of public interest and he

Mr Sassoon seconded the motion, which

The papers were then laid on the table and ordered to be printed.

ALTERATIONS AT THE POST OFFICE. A vote of \$1,100 for alterations to buildngs at the Post Office and the Governmen Offices with the view of transfer of fice and of providing further accommodation in the Government Offices for the Colonial

There was no other business of interes before the Council, which adjourned unt Wednesday next at four p.m.

THE EXPLOSION ON BOARD TH 'YOTSAL'

MARINE COURT OF INQUIRY. A marine court of inquiry into the less of the Hongkong, Canton and Macao Steamboat Company's steamer Yotsai, was opened at the Harbour Master's office this morn-The Court was composed Captain H. G. Thomsett, R.N., (Harbour Master) President; Mr H. Williams, Chief The Attorney General introduced a Bill Inspector of Machinery, R.N.; and Mr the steam guage of the superheater. J. R. Twentyman, Superintending Engi-

> on behalf of the Steamboat Company. On the assembling of the Court, Captain Thomsett read his own application to Gothe Governor's warrant in reply.

He then called the first witness.

Captain John F. Hoyland, sworn, said:-I am master mariner; the number of my gether, on the line?-I think about six or certificate is No. 474, of Hongkong. I was seven months. lately in command of the Yotsai, 127 tons loon Dock on the 21st September for the fault to find with him. The Attorney General moved the second purpose of getting new boilers put in, and You saw him on this occasion when you also being generally repaired. The boilers left the Dock !- Yes. of the boilers was in the hands of the Dock up to half past eleven, the last time I saw on her trial trip?—Yes. If they are fourteen years. The repairs to the boilers of compass. It seems to us also that he ought sented a report of the Law Committee on | Company entirely. I only know they were | him to speak to: tested. We had three trial trips before the Is there any other information you can one on which the explosion occurred. The give us?—After the explosion I found mymany years' experience do you not think boilers gave way under a pressure of 60 lbs. any order given by him, or any warnings, to them. The Committee recommended first trip was on the Saturday before the self in the water. I swam towards the that the safety valves should be adjusted. They were properly repaired again. Messrs and more especially so from the direction its amendment in several particulars, but explosion, the 16th February. Mr Pinker roof of the house, the sides of which the first time the steam is put on,—before Brewer, Scott and myself were present at in which the wind was blowing. We have Taken at Messes Falconer & Co.'s Premises, and Mr Scott, engineers in the employ of had been shattered. I there saw Mr. the vessel leaves her moorings !—Most de- at the first test. The stays had not lost also come to the conclusion that the master the Dock Company, went out with her on Brewer and Mr Robert Fraser-Smith, Mr cidedly I do: that trip. Mr J. G. Wood was the chief Caldwell got on the roof just before me; Was the Government Surveyor notified second test was satisfactory at a pressure rule on board ship in not having himself longineer of the steamer. He was there on and he and Mr Fraser-Smith, or Mr beforehand of the trial trip on the 16th of 60 lbs. It took place in the presence ascertained who was the man on the look. that trip; and he was on board during the Brewer, I am not sure which, helped me February!—I don't know. We had nothing of the same gentlemen. I did not see out, so as to be aware what degree of responwhole of the repairs. He had been in her out. Two Chinese and two Portuguese to do with the trial trip. There is nothing the steam guages fixed. They were sibility could be reposed in him. Accordseveral years. He was in charge of the came in one of the ship's boats, took us off in our contract about a trial trip. We had placed on each side of the boilers and ing to his own statement he did not at the engine room at the trip mentioned. We the wreck, and conveyed us to a junk, the simply to get steam up and see that the could be easily seen from the engine and time know who the man was. Taking the went out through the Ly-ee-moon Pass as number of which I do not know. The junk | joints were all right.

necting rod that was wrong.

first trial !- Nothing except that they could not get enough steam; they could not get Robert Fraser-Smith had gone into another | the responsibility.' more than from 12 to 13 lbs. The next trip was made on Tuesday, the 19th. This was an official trip. Mr Brewer, Government Marine Surveyor, and Mr Costa, Secretary of the Steamboat Company, were present, and also Messrs Pinker and Scott. On that trip we went as far as Chung Hui: we were absent about two hours.

then |-No, except that there was still a We brought in Mr da Costa's dead body not inspect them. The bursting pressure difficulty in getting steam. Mr Williams :- No hot bearings !- No. The President:-When was your next

The President: -Did anything happen

trip !-The next trip was on the Friday. 22nd February. Messrs Scott and Pinker were on board. These gentlemen were down in the engine room nearly the whole Mr Wood was in charge of the engine

on this occasion ! Were there no hot bearings ?-- Everything wont well; there was still the difficulty of getting enough steam, but there were no hot bearings. Did you know of your own knowledge

what this third trial was occasioned by I-There had been a slight alteration made on the slide valve. This alteration was made on Mr Brewer's recommendation. Mr Twentyman: Had the ship been handed over to the teamboat Company at

that time!—The Dock Company's people wore still on board. There were three Chinese engineers on board besides blessra Mr Williams :- On the third trip was any

complaint made about priming ?—I did not

observe any priming on any of the three

trials, nor was any complaint made about priming. There were no escapes of steam out of the waste steam pipe. So far as you know then the third trial was satisfactory !- No. the slide valve had made no improvement, and it had to be put back again. The chief engineer, Mr Wood, made no complaint whatever about the

boilers, except that the slide valve would have to be aftered back. By the President :- The last trip was on the 24th. Messra Scott and Pinker came on board before we left the Dock, along with two workmen. Mr Scott came as a guest. He did not go below. Mr Pinker

"Was it a trial trip, or what was it?—She was going over to Macao to run on the linu: but I don't know that the ship was handed

Who did you get your instructions from to go to Macao?-I received my orders to go to Macao from Mr Costa on the Tuesday have what trips they wanted, and, everything went right, to go to Macao on

to Canton on Monday. What made you think Mr Scott was there as a guest !- Because he told me so. He did not go below. He remained in the saloon. Mr Pinker went into the engine room before we started; but Mr Wood was in charge.

By Mr Williams :- On the occasion of the last trip. I considered that I was in act came in. I do not know how old the Brewer then said to Mr Costa that M charge of the ship and that the chief engineer was in charge below, and that I was not subject to any interference.

leave?-We left the Dock at 12.45 p.m.; and stopped off Kowloon Point, and took on board Mr Costa, the Secretary of the Steamboat Company, Mr Brewer, Mr and Mrs R. Fraser-Smith; and Mr and Mrs S. Fraser-Smith, Mr Frizell, Draughtsman to the Dock Company, and Mr Caldwell. Do you know what capacity Mr Brewer

Macao with Mr Costa. Do you know if Mr Brewer was there n an official capacity or not?—I don't know what capacity Mr Brewer was there in. Mr Pinker was there in his official capacity to see that everything went right on the trip. Do you know at what speed you went through the harbour ?-- About six knots an | very hard to steam.

hour. We steered up through the Cap Sing Mun Pass. Did everything seem to go right !—Yes. No priming?-There was no priming

ceased in a few minutes after he left; and and come back in the White Cloud on Mon- make any remark to anyone about it. Mr spot where she struck. We believe the real

then, in a few minutes more, it began again. day morning.' With regard to this I first Wood was standing between the two state of things was, as the quartermaster The escape seemed as much as before. I intended to write to Mr Scott not to go as we boilers, with his elbow resting on his knee, himself states, that no alarm was given by sometimes run together the words of a called Mr Brewer's attention to this and were very busy, but I afterwards thought looking at the port boiler, while a Chinathe look-out or by anyone else until the hymn is sflorded by the remark of a small he left the saloon. Mr Scott did not go. that as he would only be away a few hours I man, whom witness took to be an engine- last moment, when both look-out and quar- boy in one of the front pews of a church. This noise ceased shortly after that. Mr would not deprive him of a holiday. Nei- man, was standing on top of the port boiler termaster simultaneously perceived the The hymn beginning, "The consecrated Brewer returned and said it was all right. I ther Mr Pinker nor Mr Scott were present with a bar similar to that on the starboard danger of the position. Our opinion is cross I'd bear" had just been song, and in never saw Mr Pinker again after he left. on behalf of the Dock Company in any boiler, pressing it down and screwing it that the look-out must have been dos- the momentary quiet which followed the A very few minutes chapsed between Mr sense. I would also remark with regard to round in the hole in the box. He could ing, and not until the ship was actually perplexed youth turned to father and asked Brewer's return and the time of the ex- the second trial that it was made to see if not any whether these boxes were the on the point of striking was there any plosion; it was not so much as five minutes. the boilers would steam any better, as Mr safety valve chests or not. While at tiffin, alarm given by him. We are of opinion keep the consecrated cross-eyed beat?"

was never more than from 10 to 11 lbs. on this is not compulsory. Did you hear of any difficulty in getting or the Company in any way responsible for shoring down the valves. Wood is in a also that there are some other matters OPI neer of Messrs Millburn's line of coasting steam 1-I heard no complaint, but I saw the adjustment of the safety valves 1-No. great rage about the Government valves. which we cannot pass over in silence which the boat was going slow, and the steam We might have been responsible for any Mr Brewer also laughed at the idea of Wood show, at any rate, a want of care on his Mr. Wotton was present to watch the case | guage only registered 10 to 11 lbs. of steam. About eight and a half knots, or nine gence. We were then only going at six

> engineer?-Yes, I do. How many mouths were you running to- Brewer has not inspected them.

register, 80 horse power. I was in com- fault to find with him !—No. He was sober would say the Company was not at any were some slight intermissions in the roar. In the next place he should not have given mand of her when she was taken to Kow- all the time we were running and I had no time responsible for the adjustment of the of the steam, which came out in whisis.

were put on board in January. The testing Was be sober He was perfectly sober see the safety valves before the ship goes ten years of age. I have been a foreman He should have given the course by the

kong fishing junks had gone in before and put in the clause I read is because I conand the other was either 295 or 925. Mr. the boilers when I formed this opinion.

and the dead bodies of two Chinese. Mr Twentyman :- Could you see the lbs. They were fairly well stayed. safety valves of the boilers from the upper

be, added the Attorney General, that any time on these occasions, supervising things. justed. Mr Brewer looked at the ordinary worked at the boilers of the Yotsai. valves before the official or secon! trip. The Government valves had not been ad- | Yes. Mr Williams :-- Did everything go well justed. By looking down a small skylight abaft the funnel, if you stooped far enough | the boilers ?- The point of connection was down, one might have seen the valves from at the steam dome. the upper deck; he did not know that

they could have done so. tary of the Hongkong and Whampon Dock | The steam guages were placed at each side Company, and a marine engineer by pro- of the boilers. They could easily be soul fession. I have been one since 1855. I re- by anyone standing in the stokehole. collect the Yotsai was taken over to Kow- The engine room and stoke hole were all of September, to be repaired. Previous to third one was connected with the superthe vessel coming into our hands, Mr Costa | heater. said he wanted an estimate for certain | Robert Fraser-Smith, proprietor and repairs on the old boilers of the Yottung. | editor of the Hougkong Telegraph, sworn, and he handed me a memorandum with a said he went on board the Yotsai on the list of repairs required on them with the 24th rebruary last, at the invitation of Mr object of having them repaired and put on | da Costa. He boarded the Yotsai off Kowboard the Yotsei. I did not see them per- loon Point at 1 p.m. A few minutes after not find them. sonally. They were lying somewhere on the vessel got under weigh, he walked aft shore at Canton, the Yothung having been | to speak to Mr Scott, and noticed the boilers broken up some years. They were ex- was priming very much. Mr Scott was numined by Mr. Wood. We made our es- standing abaft the funnel, looking into the timate for the repairs, based on a report engine-room. Water was coming from the given by Mr Costa, for which we asked the | waste pipe like a shower of rain. He had a sum of \$3,482. Mr Costa brought the a white hat on which was covered with estimate back and said the Directors con- black, caused by the dirty black water sidered it rather high and that he had re- | which came from the steam pipe. In anceived a cheaper tender from Mr Fenwick, swer to his question, Mr Scott said: 'Oh sho but as Mr Fenwick had left out some of | will soon be all right. She's only priming." the items, and Mr Costa did not want the In the course of a conversation, Mr Scott work to be taken away from the Dock Com- said they had had a good deal of trouble pany, I reduced the estimate to \$3,000. I on the former trial trip on account of a difdon't know the exact nature of the repairs, ficulty in getting steam, and also in primas I' merely looked at the work on the ing. About half an hour afterwards, he morning it was commenced. Mr Scott had noticed a large escape of steam. The comcharge of the work. After the repairs were pany ant down to tiffin after the ship got completed, the boilers were tested on the through the Cap Sing Moon Pass: and 12th November and bore a pressure of 60 shortly after the noise of steam escaping lbs. The test proved satisfactory. Previ- from the waste steam pipe was heard ous to this, there had been a preliminary Messrs Brewer and Pinker left the table test, when the back of the combustion and, in a short time, they both returned, chamber gave out. Mr Scott sent in a ten- Witness asked Mr Brewer what he had der to repair this damage for \$370, suggest- been doing; and Mr Brewer, rubbing his ing that new plates should be put in, but it | hands, said : 'Only shoring down one of

valves, but they were altered when the new | the one which gave trouble before.'

ment Surveyor who does that. Can you tell us when the Dock Company valves was the subject of conversation bewas there in !-- He was going over to gave up charge of the vessel !-- The Dock | tween himself, Captain Hoyland and Mr Company gave up charge on the 16th Fe- | Caldwell on the way home. bruary, when the repairs were completed, In answer to Mr Williams, witness said and steam had been got up. On the 16th when the first priming took place, Mr. February, Mr Scott wrote me :- "We have Scott shouted something down to those in had a steam trial on the steamer Yetsai, the engine room. He could not say wheand everything went all right as far ther it was advice or not. He could not as we are concerned; but she has been hear what was said.

engineer by profession.

Mr Williams :- It is in evidence that deck; and had a conversation with Mr Scott the way in which she was steered, and the ly folded in two, and bearing a penny post. Post Office, Shenghai,

Scott. Mr Brewer or Mr Pinker?—Mr Pin- take a trip to Macao with her (the Yotsai) could not say what it was fastened to. travelling would have allowed five and a-half ker left the salcon. The noise of steam to-morrow. If I can arrange, I will go He did not know who did this; nor did he minutes to elapse before she reached the

Do you think Mr Wood was a careful valves at any time?—We may be responsitive ak. Mr Scott joined in the conversation being in that state he should not have

anfety valves.

not properly sized, he amends them.

I tried to save some things from my cabin | boilers?-Mr Costa informed me that Mr | stays and plates of four-sixteenths. in the fore saloon, but the crews of two Hong. Brewer had surveyed them. The reason I Wong Ayau, declared, said he was a at all, but merely to haul in the starboard stole everything out of it. One was num sidered that 60 lbs was an excessive pressure the three steam guages of the boilers of the of opinion that he showed a neglect of bered 2,131, which has been seized in Macao, at which to test old boilers. I had not seen Yotsai properly tested. They were found duty in not keeping a look-out while or Caldwell took the numbers. My watch | Did you consider the bolkers suitable for five years on a steam launch. He under- most important part of his duty, to

Where were the guages connected with

were old. The size of the steam guage pipe This finished Captain Hoyland's evidence. was half an inch. I mean when I say the Mr D. Gillies, sworn, said :- 1 am Secre- guages are old that they were in use before. loon Dock, somewhere about the early part in one. There were three guages. The

was done some other way than that sug- | the safety valves.' Mr Frizell, who was gested by Mr Scott. At the final test, the seated next witness said 'Oh, I suppose boilers showed no sign of weakness. The you thought it infra dig for the Government test took place in the presence of Mesars | Marine Surveyor to shore down safety. Brewer and Scott. The safety valves were | valves.' Mr Brewer made some reply, the same as those that were on the old and then, in answer to Mr Scott's ques boilers. They had originally been lever | tion 'Which is it?' said; 'The old one, boilers are. I do not know of my own Wood was disposed to give a good knowledge whether or not the steam deal of trouble, and had said when he got gnages were in a conspicuous position. to Macao he whould throw the safety valves The President :- What hour did you I was told their position by the coppersmith. overboard altogether. Mr. Brewer said if he No report was made to me about the ad- | did be would not be long chief engineer of instment of the safety valves. I relied the Yotai. Nothing more happened until on Mr Scott to make them right and also some minutes afterwards, when there was knew that Mr Brower would adjust them. | another noise of steam escaping. Mr Pinker The Dock Company are not supposed to left the table, and a very short time afteradjust the safety valves; it is the Govern- | wards the explosion took place. Witness

mentioned that this shoring up of the safety

one was a Spaniard, one was a Maltese, | thought the papers should come before the until we get to Chung Hui, about an hour there were three trials made, and that as to the engines, course on which she was when the pilot left | age stamp. —The English Illustrated Magazine and half after we started. We stopped a Messes Scott and Pinker were on board at Shortly afterwards, he noticed a heavy her, and from it it is evident that she swerved for February. few minutes; and it was half-past one when each trial. What position did they occupy? shower of water coming out of the waste- round to northwest, which was her position we were opposite the Steamboat Wharf. - They were present as witness s. Our steam pipe. It only lasted a few seconds. when she struck the rocks, so that there Did you notice if the water came out of the contract ended when the boilers were put Tidin being long delayed, witness amused remains no longer any mystery as to how waste steam pipe?—Yes, a good deal. This on board and steam get up. The Dock himself by going over the ship. He went the ship came into this position. The fact lasted about ten minutes. At that time I Company had no connection with the trials, below and looked into a door, where he saw that the order given to the quartermaster. saw the steam guage, looking from the Messa Scott and Pinker had gone on board the tops of what he supposed to be the was implicitly followed by him fully explains upper deck, registering from 10 to 11 lbs. to see if they could assist in improving the boilers. He saw two iron boxes, one on how the vessel came to strike the rock. I saw Mesers Pinker and Wood in the en- steam-power in any way, although the top of each boiler, with a hole in the centre, This being, then, a full explanation of the gine room. The guage I saw was connected Company were not responsible for the out of which sprung a bar of iron, half an casualty, the question for us to consider is, with the superheater. I again heard steam steam-power of the boilers. On the 24th, inch in diameter. On top of this iron rod on whom does the responsibility for the escaping out of the waste steam pipe as we when the explosion took place, Mr Pinker on the starboard boiler was a plank of casualty lie! Now, here it seems to us went into tiffin about a quarter to three. was present without my knowledge or pre- wood, one end of which was secured that we cannot accept the statement made All went into tiffin except Mr Wood, the mission and did not represent the Companyin under a combing which ran round the by the man on the look-out, that he hailed belief, on the ground that First Course of the house, while the other end the bridge at the time when the ship was the Universe is not only a Being of whose quarter of an hour whon I heard the steam. | mentioning the alteration on the slide valve, of the plank was fastened down to distant at least a mile from the point of existence there is no evidence, but one Did that cause any remark from Mr and also; 'Mr Costa has asked me to something between the two boilers. He danger, which at the rate she was then whose existence is (if real at all) radically

> Was there any difficulty in getting steam | Brewer had put a little more cover on the | there was a great noise of steam escap- that the master was in fault in allowing the of on this occasion?—I looked down the slide valve. It is usual to send one or two ing, and Messrs Pinker and Brower left casualty to happen, and upon his own conengine-room several times, and saw there of the workmen to assist on trial trips but the table and shortly after returned, Mr fession; because the most serious matter in Brewer first be thought. Mr Brewer said : which fault attaches to him is the fact of Mr Williams :- Do you consider yourself | It is only steam blowing off; they have been | his going to sleep while on duty. We think

stofeman at the Hung Hom Dock. He saw braces. But putting that aside, we are all right. He was an engineer before for deck. It was an important, if not the stopped at seventeen minutes past three. the size and structure of the ship?-I did stood what steam guages were. All three have assisted the master in this reof the boilers when new would have been 144 guage.

smith at Hung Hom Docks. He was to the Naval Yard. On the 7th March, I certificate will be returned. The Court Do you know whether or not the safety twenty six years of age, and had been a went out in the Swift to the wreck of the cannot conclude without reference to the valves had been tested?-They had been coppersmith in the employ of the Dock | Yotsai. Another diver, named Hendry, conduct of Quartermaster Casman. His Hongkong 30 1258,294 tested. The working valve had been ad Company the whole of this time. He accompanied mo. I went down outside the continuing to steer as he did without call. Amoy..... 30.0654.087 NE 2 o 0.44 ship on the starboard side of the ship. I ing the attention of the master showed a Foochow. - - - - - - - entered the aft part of one boiler on the neglect of duty. O'Halloran, the look-out. port side. At that time it looked to be com- was also guilty of sorious neglect of duty plete. I saw an oblong box on the top of in not calling attention to the position of this boiler. I did not know that day what the vessel before he did. The nautical it was. Next day I was told it was an old assessors desire me also to mention, al-Were the guages old or new ones?-They safety valve. I could not see any weight | though it does not actually arise out of the on top of the valve, and no appearance of a linquiry, that in order to avoid casualities spring having been taken out. I saw no in future the limits of pilotage should be wedges. There was a small hole on the extended beyond the Shearer Rock. The top of this box with a wooden plug in it. | judgment of the Court is that the master's I took a chisel and drove it into certificate be suspended for three years. it and saw the grain of the wood. I as and that he shall pay three-fourths of the sisted in taking off the stop valve off the costs of this inquiry, and that the chief superheater. I saw several pieces of the officer's certificate be suspended for six starboard boiler. I got one piece just months, and that he pay one-fourth of the abaft of the starboard boiler. The stoke- costs. hole was filled up with broken iron. The superheater and the port boiler are not schedule drawn up by the clerk of Court

- Henry, leading stoker on board the forestand: Captain, £63; mate, £21, Audacious, said he went out in the Swift to the wreck of the Yotsai. He went down | rocks and towed into Auckland harbour. below and saw the back of the port boiler, and when he crawled forward he saw that I there was part of it blown away or broken off. His impression was that the boiler was fractured. The superheater was on top of the boiler, and from this superheater he took offastop valve. He saw a castiron box, oblong shaped, jointed on to the boiler with two circular flanges. He saw no spindles. There was one dome on, and one dome off. He saw nothing to give him the impression that the safety valve was shored down. could not see the safety valve of the other boiler. There was a wooden plug in the hole where one dome ought to have

The inquiry was at this stage adjourned until to-morrow morning at ten o'clock.

THE LOSS OF THE S.S. 'TRIUMPH. Colonial papers report that judgment was given at Auckland, on the 7th January in respect to the Triumph casualty. Mr. Seth Smith, R.N., and Captains James and Frater, nautical assessors, occupied the

Mr. Smith, in delivering judgment, said :

in this case we have come to the conclusion | division of labour between the Sovereign that the suggestion or charge brought againt | and her Ministers must have prompted the the master of the vessel of inebriety on the person who addressed a letter "to the day of the casualty had no evidence to sup- | Secretary of Wore, Chelsoy Osbitile, Lonport it. On the contrary, we have evidence | don; Queen Victoria," while the importance showing he was perfectly sober all day and of preserving a broad distinction between up to the time of the stranding of his ship. urban and rural districts may perhaps have We think, also, that the evidence brought animated Lord Northbrook's correspondent in):before us gives a full explanation of the who addressed his lordship "Lordnorth. manner in which the casualty came about - brock, Streton House, Country." Of course that is to say, taking into consideration the there are addresses which are absolutely hopefacts of the order given by the master to less, and there are letters which bear no adthe quartermaster to steep with Tiritiri light | dress at all. One can quite understand from on the port bow, coupled with the fact that one's personal experience that a letter must the quartermaster did steer in that way for occasionally be slipped into the post in a blank 20 minutes, and that the muster was asleep envelope. But it is somewhat startling to nearly the whole of that time, fully explains be told that in each of the last two years the position in which the ressel was found | there were more than 26,000 of such letters | when she struck on the rock. If the vessel and perhaps still more so to find that carehad been steered in this way, and the leasness is not precluded when money is at light had been kept as the quarier- stake, for in this batch was enclosed in each master has said he was ordered, on year about £6000 in cash, cheques, or some the fore rigging, she could not have other form. It was perhaps, however, con-Daniel Edmund Caldwell, sworn, said got where she did; and we therefore const- fidence in the Post-office rather than negli-The President :- What was Mr Scott !- he was a solicitor. After getting on der that during her course she must have gence which was exemplified by the men He was manager of the Dock. He was an board the Yetsai, witness looked down been swerving to westward. We have had who in 1881 posted a 25 Bank of England into the engine-room from the upper a sketch map prepared by assessors showing note without any cover whatever, but mers-

accidents, which might have occurred when threatening to take the valves off and threw part. We believe that he was attacked by What was the usual speed of the boat !- steam was get up, if there was any negli- them into the water. Witness did not re- sleepiness, caused, as he himself says, by member whether it was in answer to his working on the day of the vessel's departure, Mr Williams :- My question is : 'are you question or some other person's that Mr and by exhaustion resulting from suffering responsible for the adjustment of the safety Brewer said the Government valves were and want of sleep caused by neuralgia; but ble for them on the first trial trip if Mr and said: 'Yes, I believe they are made of | trusted to his own powers of watchfulness, cast metal.' This was said in a jocular way. | but should have kept someone with him on Had Mr Brewer been on board before Mr Brewer replied: 'You mean to say that the bridge. There was greater necessity the first trip was made ?-I believe he had. | when they contract they won't recover their | on account of his drowsiness for him to And during that time did you have any I wish to correct my former statement. I position; they won't open again. There take care to have had assistance at hand. such an order to the quartermaster as to George Naismith, sworn, said :- I have steer by the light on the port bow, which, . The President :- Who is responsible? been a boilermaker about twenty four as the evidence showed, through being folis the Government Surveyor supposed to years. I have been at the trade since I was lowed implicitly, led the ship into danger. the Yotsai were made under my supervision. to have placed a man at some point between Mr Williams !-- As a professional man of I was present at the first test, and both | the forecastle head and the bridge to report much of their original strength. The departed from what is considered a general boiler rooms. I had no suspicion after the | whole circumstances into consideration, we far as the lighthouse, and then returned. then went to the Yotsai, and took off the lighthouse, and then returned then went to the Yotsai, and took off the lighthouse, and then returned then went to the Yotsai, and took off the lighthouse, and then returned then went to the Conclusion that the Chinese compradores and cooks who were consider yourself responsible for the in any way; they showed no signs of evidence discloses a want of care and fore-Mr Williams :- Were any defects discov- on board. The water was level with the efficiency of the boilers or simply for the weakness. I saw nothing on them to show sight on the part of the master, amounting ed?—Some of the brasses were not quite deck of the ship, which had gone down work done on them!—The Company was their age. I did not take any notice of the such gross carelessness that we think correct, and the ship had to be stopped storn first. The funnel and the startwice on account of hot bearings. It was board paddle-box were completely blown this case. I expressly stipulated for this in known anyone who could tell you this. I made for a less period than three years. principally the brass at the end of the condeck. The fore part of the vessel was On the completion of the repairs the boilers super-heater, but I could not tell you for officer. Here we call attention to the fact Did you hear any expression of opinion partly above water. We took our tiffin in will be tested by water at a pressure of 60 certain. When the boilers gave way at the of the unsatisfactory and, I may say, unfrom the engineers as to the result of the Chinese saloon aft. We found after lbs, but for any damage that may be done first test, it was the bottoms of the com- truthful way in which he gave his evidence wards that a Portuguese sailor and Mrs in testing the Duck Company will not accept bustion chambers which gave way. The -as, for instance, in his denial of the damage was repaired by strengthening the statement that he was to go forward and junk. When I got alongside the Yotsa: The President :- Who surveyed the old back of the combustion chambers with new whistle when the yards were squared, or that he gave that order to square the yard

> guages were compared with the standard spect. We are therefore of opinion that his certificate should be suspend John Butson, sworn, said: I am a skilled | ed for six months. The second officer we Ho Aluk, declared, said he was a copper- shipwright and diver, and am attached look on as being free from blame, and his

The proportion of costs according to the burst; where the starboard boiler was there | was Capt. Brotherton £72, and Chiefis a space. I looked for the safety and stop officer Owens £24; but these figures were valves of the starboard boiler, but could largely reduced, many of the witnesses declining to take any costs. They there-The Triumph has been floated off the

CURIOUS ADDRESSES AND ENCLOSURES IN LETTERS.

But time flies, and there are one or two corners of the main room to be seen before the bags are made up. One of them is devoted to the task of extricating from their hopeless situation the letters which, through the incoherence of their addresses, have got hamidity of air saturated with moisture being into a blind turning. Experienced officials 101 search the Post-Office Guide and Directories. and if a probable destination is found, the endorsement we have all sometimes seen on | Scale. our letters, "Try so and so," is made. Some of the most extruo dinary perversions of addresses which have been detected by this process have been preserved by the department in a book which is shown to visitors. One would not at first sight recognise that "Santlings, Hilewite," was intended for "St. Helen's, Isle of Wight," or that "Haselfeach in no famtshers' meant "Hazel-beach, Nothamptonshire." Metropolitan places come in for their share of distortion. Holborn Viaduct is consolidated into "Obanviduck," and Mile Endappears as "Mailand." Either an excess of After carefully considering the evidence loyalty, or some haziness as to the precise

A GRAVE-DIGGER walking the streets the other day chanced to turn and noticed two doctors walking behind him. He stopped until they passed, and then followed on behind them. "And why this?" said "I know my place in the procession," returned he.

"Agnostroism" is fast becoming a more and more popular watchword, and the inaccessible to our faculties, is the rootprinciple of modern unbelief.—Spectator.

An illustration of the ridiculous and in an earnest whisper: "Pa, where do they

Quotations

	Hongkong, March 19.
IUM-	New Patna, cash, \$620/221
,,	Old ,, cash,
)) .	New Benaros, cash, 6371/40
2)	Old ,, cash, 620/224
>7	New Malwa, credit, 545
·	Allowance, Taula 00
"	Old Malwa, credit, 570
-	Allowance, Taols 00

	٠.
Exchange.	
Credits, 4 months sight,	3/8 3/8}
India, Wire,	220
Shanghai, demand,	721
Gold Loaf 99½ fine	\$27.50
	Bank, Wire,

Temperature.

Queen's Read,)

Honorong, March 1	Э.
BAROMETER- !! A.M	20,159
. Do, 1 P.N	
Do. 4 P.M	20.069
THERMOMETER—9 A.M	60
Do. 1 P.M	60
Do 4 P.M.	- 61
Do. (Wet bulb) 9 A.M.	58
$\mathbf{Do.} \qquad \mathbf{Do.} \qquad 1_{\mathbf{P.M.}}$	58
Do. Do. 4 P. M.	59
Do. Maximum	61
Do. Minimum over night	60

CHINA COAST METEOROLOGICAL

	•	PIT/II	ÖΙ	13 LC.		. '	-
	AT 4 P.	м.—	181	PH MAR	CII.		
	ed he	ture.		Wind			10 H
Station.	Parometerred to sen level and #20 1 ht	Temper to	Furridity	f sicet on.	Force.	Weather	Exin during previous 24 br
Manila				SE	3	bb	
Hongkong	20.99	58.9	76	\mathbf{E}	5	OΓ	ļ —
Amoy	ქს.07	56.0	87	NE	3	r	_
Shanghai.	30.16		76		3	o	
Nagasaki.			∤	N	3		_
Wl'ostock	[30, 11]	22.1	_	NE	4	b	

Hongkong Observatory, March 10, 1884. ат 10 a.м.—19ти макен. Shanghai, 30.17 42,070 Wl'ostock 30.07 16.7 NE

The Barometer has risen here and remains steady at other stations. Temperature and Humidity are steady. Gradients indicate moderate NE Breezes.

W. DOBERCK. · Government Astronomer.

Hon kong Ol	íservatory,	March 1), 1884.	
METEORO	LOGICA	L REGIS	STER.	
Station.	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.	
Barometer Temperature Humidity Di'tion of wind	29.90 58.9 96 E	3 1.12 58.2 94	30.01 58.7 91 ESE	
Force Weather	5 o.r.	o.g.	2 o.d.	

Government Astronomer.

Hongkong Observatory, March 10. 1. BAROMETER, reduced to 33 degrees Fahronheit, and to the level of the sea in inches, tenths and hundredths. 2. TEMPERATURE, in the shade in dogrees. and tenths, Fahrenheit.

4. Direction of Wind, to two points. 5. Fonce or WIND, according to Beaufort

8. HUMIDITY, in percentage of saturation, the

6. STATE OF WEATHER. b blue sky, o detached clouds, d. drizzling rain, f log, g gloomy, h had, I lightning, o overcast, p pa sing showers, 4 squally, r rain, s snow, t thunder, o visibilityw dew (wet).-The letters are repeated to imit cate any increase over the average of their eignification. 7. Rain, in inches, tenths and hundredths.

Money Orders.

1.-Money Orders are exchanged with the following countries:-South Australia. Straits Settlementa Tasmania. New South Wales. United Kingdom. Victoria. Port Darwin Western Australia. 2.—The Hongkong Post Office also issues orders on Shanghai, and vice versa.

3. The commission is as follows—(according to the currency the order is drawn Up to £ 2, or \$10, or R 20,.....0.20 cents, £ 5, or \$25, or R 50,.....0.40 £ 7, or \$35, or R 70,.....0.60

£10, or £50, or £100,.....0.80 - R150,... \$1.00. 4.—No Order must exceed £10 or \$50

(unless drawn on India, when R150 is the limit), nor will more than two such orders be issued to the same person, in favour of the same payee, by the same mail. 5.—Sums not exceeding \$50 may be re-

mitted between the Ports of China by means of Postage Stamps, subject to a charge of one per cent, for cashing them, or Money Orders can be granted on Ports where there are agencies of the Hongkong

. No orders on Japan are issued at the British

PUBLISHED BI-MONTHLY, TENTH YEAR.

HIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its Twelfth Volume. The Review discusses those topics which are uppermost in the minds of students of the "Far East" and about which every intelligent person conneeted with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Books Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally

The Review department receives special attention, and ondeavours are made to present a careful and concise record Literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Anthors and Publishers are requested to forward works to "Editor, China Review, care of China

Mail Office. The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

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and Java" might appropriately have been

"A substantial and reliable Haring which

the number."—H.K. Daily Press. Trubner's Oriental Record contains the following notice of the China Review:-The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calculta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of pubscholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Lowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

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4. The public are cautioned not to con-Commercial Papers signify such papers found these facilities with a Parcel Post to Europe, &c., which does not exist. It is necessary that the following rules

be strictly observed: 1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or any-

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3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered; the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satispondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

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One Hour, ...

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Exclusive of late Arrivals and Departureorts reped to-day.

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Date of

Flag and

Consignees or Agents. Destination. Vessel's Name. Tons. Remarks. Steamers Arabic. Brit. Y'hama&SanF'cisco|To-dav str. 2787 Mar. 140. & O. S. S. Co. str. 1392 Mar. 7 David Sassoon, Sons & Co. Straits and Calcutta To-day Bothwell Castle S c TodBrit. str. 1653 Feb. 14 Adamson, Bell & Co. Danube 2 h Newton Brit. Bangkok Emuy Rementeria ... Span. Kloon Dock Esmeralda Hutchis Brit. Amoy and Manila K'loon Dock str. 395 Mar. 13 Russell & Co. str. 117 H.K. & W'poz Dock Co. Tug Plying thing that, as a general rule, is liable to Fokien 5 h Westoby 509 Mar. 16 Douglas Steamship Co. Amoy, &c. To-morrow ...Brit. Straits and Calcutta To-day str. 2240 Mar. 8 Jardine, Matheson & Co. str. 2000 Mar. 18 Jardine, Matheson & Co. Glenely 5 cQuartly . Shanghai To-morrow. Gouverneur s'Jacob ... 5 h Besseling Dutch str. 1455 Mar. 15 Jardine, Matheson & Co. Haman Woong Brit. Ab'deen Dock str. 281 Nov. 28H., C. & M. S.-boat Co. ********* Iolani Wallace Brit. Cos'tan Dock 981 Mir. 13 Captain Joshua Nichelson 2 c Harrison Brit. To-day str. 1195 Mar. 16 Adamson, Bell & Co. Khiya Brit. N'saki & Yokohama To-morrow Coast Ports To-day London, &c. str., 1262 Mar. 11 Siemssen & Co. Saigon To-morrow Mindanao Gonzales Span. str. 650 K'loon Dock Mosser Longley Brit. str. 1323 Feb. K'loon Dock Coast Ports To-day Nam-vian Lerede Fch. str. 435 Jan. 9 A. R. Morty K'loon Dock Ningpo & Shanghai Pemptos 2 c Hausen Ger. str. 1 41 Mar. 18 Eduard Schellhass & Co. Phra Chom Klao 2 eStratton Brit. str. 16-1 Mar. 17 Yuen Fat Hong Swatow & Bangkok 23rd inst. str. 574 Mar. 16 Russell & Co. Hoihow. &c. To-morrow RemusS c Aguirre Span. str. Manila 22nd inst. Sarpedon b c Ward Brit. str. 1590 Mar. 19 Butterfield & Swire Shanghai China Traders' Insurance Co. Taiwan 5 c Smith Brit. str. 1109 Mar. 10 Butterfield & Swire Sydney, &c. 24th inst. Triumph........ 2 h Schuldt Ger. - str. 674 Mar. 14 Wieler & Co. Tromp....... Roe Dutch str. 137 Oct. 11 Eduard Schellhass & Co. Sailing Vessols San Francisco New York Channel Queen 4 k Lacheur Brit. bqe. 609 Mar. 12 Eduard Schellhass & Co. Portland (Oregon) 3 l MöllerGer. fied that the loss occurred whilst the corres- Hattie E. Tapley 3 e Finlayson Brit. bqe. Portland (Oregon) Haydn Brown3 c Havener Amer. bqe. 821 Oct. Hercules Lincoln Amer. sh. 1215 Feb. New York K'loon Dock Margarethe8 c Poppe Ger. sh. 1228 Feb. sender, by destruction by fire, or shipwreck, Mount Lebanon 1 c Nelson Bri. bktine. Honolulu Callao Paul Revere4 c Muller......... Amer. sh. 1787 Jan. New York Raphael 8 c Sherman Amer. sh. 1465 Mar. 11 Douglas Lapraik & Co. 1 Arnhold, Karberg & Co. New York Siamese Crown 2 h Jergensen Siam.

Her Britannic Wajesty's Ships in the China Squadron.

San Francisco

German gunboat

CHINESE GUN-VESSELS IN CANTON

Guns. I.H.P. Where at. Commander Chas. Hicks Hankow composite screw sloop 6010 double-screw iron frigate Captain R. E. Tracey Hongkong Audacious 2380 Captain A. T. Powlett 2340 Shanghai Champion corvette Captain H. N. Hippisley 2300Cleopatra corvetta Lieut.-Com. Robt. L. Groome Chefoo Cockchafer gunboat 2383 2540 Captain Anstruther Shanghai corvette Curacao Commander Lawrence Ching Hongkong composite sloop double-screw gunboat Lieut. Com. Henry E. Roper Hongkong Esk Clender to Flying Commander E. H. Gamble Chinkiang gunboat 940 Captain J. P. Maclear Hongkong Commander John Hope double-screw gun-vessel Lieut.-Commander McQuhae Foochow gunbent Commander E. Hotham 710 Hongkong double-screw gun-vessel Commander Geo. W. Hill double-screw gun-vessel Commander Vereker Malacca Straits surveying vessel Commander R. B. C. Brenton Hoihow 430 gunboat -Commander E. Tisdale Chefoo double-screw gun-ver-1130 1370 Commander Bickford Singapore 6 composite screw sloop Captain Fullerton Kobe 12 corvette. Commander Wm. Collins 794 double-scrow gun-vesse. Hongkong 360 3 340 In reserve Hongkong double-screw gunboat 3087 20 Commodore Cuming Hongkong receiving ship paddle despatch-vessel 2 Lieut.-Com. Maxwell Hongkong 1800 1450 4 Hongkong turret-ship In reserve Lieut.-Com. Chas. K. Hope 530 gunhoat Singapore

Foreign Men-of-war on the China and Japan Station.

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Guns, H.P. Captain. Tons. Where at. Flag and Rig. Name. 1684Captain Schanz Russian aviso Captain A. D. Pedrozo Macao Portuguese transport _ Shanghai 541 American gunboat Commander Barclay Alert Cristofore Colombo 5600Captain Accinni Hongkong Italian corvette 15 Captain Cölombeaud Hongkong French cruiser $\begin{array}{c} 3700 \\ 1375 \end{array}$ 10 Captain Muret de Pagnac French cruiser Amoy Commander A. S. Barker Shanghai American corvette Captain Koltchau Captain McCormack 1000 Japan Russian transport 1375Marshall Group American sloop Vladivostock 450 Commander Stark Russian gunboat Commander Roustan Tonquin French cruiser Shanghai Lieut.-Commander Rötger German gunboat Commander P. F. Harrington 828 Corea American gun-vessel ---- Tơnguin 1182Commander de Beaumont French sloop French frigate 0700Captain Fleuriain Hongkong D. Ramon Valentin Buenaplata 1200 Hongkong Spanish transport 3000 437 4800 Manila Captain Herbig German corvette Captain Debar Hongkong French gunboat 1375 Commander F. J. Higginson Canton. American corvette Monocacy 400 Commander Moltsoff Vladivostock Russian gunooat Morgo 1330Captain Kalageras Amoy Russian corvette . Nayezdnik Vladivostock Commander Valrondt 400 Russian gunboat Norpa 1400 Captain B. Ivashintsoff Ningpo Russian corvette Opritchnik Chefoo Lieut.-Commander Glidden American gunboat Palos $\begin{array}{c} 2300 \\ 2100 \end{array}$ American frigate Captain Skerrett Shanghai Richmond en route Hongkong Captain Blanodareff Russian corvette Skobeleff Japan Hongkong 400 Commander Boyle Russian gunboat 2030 Captain von Nostitz 18 German corvette Captain F. da Costa Cabral 410 Macao Portuguese guaboat Tamega Commander Heck Singapore Russian gunboat ----2400 Captain Baux Haiphong 14 French ironclad 2400 15 675 Captain Dewatre French corvette Amoy 1300 Captain Fournier French corvette Vladivostock Commander Molchonsky Russian gunboat

WATERS, &c. STEAMERS H. P. Indi-Tons Captain. Name. Tons. Commander: Owners. Name. Displt.cated. Lim Kwok-chung or Pullaway Boats, per Day, ... \$1.00 648 Shoer 80 20 F. Blackhead & Co. Chinese 80 Chinese Chen-jui Half-an-Hour, ... 10 | Chen-to 1382 Ogston Butterfield and Swire 260 J. Stewart Hankow **500** 300 Chinese Ohop-chung 320 320 450 1377 H., C. & M. S.-boat Co. 200 Chinese Chop-si Honam Hai-chong-ching Chinese H., C. & M. S.-boat Co. 310 Chinese Kiu Kiang Benning, T. Hai-king-ching 350 Hai-tung-hung 200 Chinese 180 Kiang-ping 360 | Holmes C. M. S. N. Co. Chineso Lien-chi 500 Chinese Peng-chao-hai 159 Goggin H., C. & M. S.-boat Co. 100 Quang-on Chinese Kiungchow 150 350 100 Chinese 180 (Sai-tsing Calder 1890 | Lefavour H., C. & M. S.-boat Co. Powan 100 Tching-on Chinese 280 Benning, A 100 Chinese H., C. & M. S. bost Co. White Cloud 170 Chineso Tchun-tung

Lieut. Commander von Raven

HONGKONG, MACAO AND CANTON RIVER

SHIPPING IN CHINA, JAPAN PHILIPPINES, AND SIAM WATERS.

WHAMPOA Hecht Ger. 3m.sc. Tientsin Annam.str. Shun-on CANTON.

str. Shanghai MACAO. Kinng-ping str. Canton

Brit. str. Shanghai

In port on March 13, 1884. Br. 3m. sch. Taiwanfoo Ger. bge. For Sale Faugh Balaugh Ger. Sm. sc. Taiwanfoo Brit. sch. Taiwanfoo Ger. Therese Ger.

FOOCHOW. In port on March 13, 1884: MERCHANT STEAMERS. Chinese Shanghai Haeshin British Kwangtung Hongkong MERCHANT SAILING VESSELS.

Ger. sch. Takao SHANGHAI. In port on March 14, 1884. MERCHANT STEAMERS. British London, &c. Clydo British Glencoc Chinose Repairing Hae-ting British Laid up Ichang French H'kong, &c. Iraouaddy Chinese Hankow, &c. Kiang-kwan Kiang-piau Chinese Kiang-tung Chinese Chinese Kiang-yung Hankow Chinese Corea, &c. Lee Yuen Moray British Patroclus British London, &c. British Hongkong Posang British Swatow Scewo British Shanghai British Taisang

British Tientsin British Waverley British Wenchow Tientsin British Hongkong Yangtsze Yoritomo Maru Japanese Kuchinotzu Chinese Wenchow Yung-ning MERCHANT BAILING VESSRES. Amer. sh. Philippines Benj. Sewali Chateaubriand Brit. bge. bqe. Laid up Chi. Chingtah Flodden Laid up Brit. Hilda Brit. boe. Loong Wha Br. 3m.sch. Tientsin Brit. bge. Queen of England Siam. bqs. Brit. bqo. Nagasaki

NAGASAKI. In port on March 8, 1884. Brit. bqe. Tientsin bg. Chefoo Emily Brit. Gitanilla bqe. Chefoo Brit. HIOGO. In port on March 10, 1884.

Brit. bqe. New York Brit. bge. New York Lalla Pactolus Amer. Brit. bg. Shanghai Pelham Ger. 3m. sc. Peter Queen Emma Brit. bge. Queenstown Amer. sh. Wm. W. Crapo Amer. bqc. YOKOHAMA. In port on March 7, 1884.

Alp. Marshall Brit. bge. Brit, bqe. New York Annapolis Black Diamond Gor. Carondelet Amer. Diana Amer. sch. E. v. Beaulieu Ger. bqs. Guam Helena Brit. sch. Amer. sch. Gor. bqe. Marie Mary C. Bohm Ger. Russ. sch. Nemo Brit. Russ. sch. Russ, sch. Brit. bge.

MANILA. In port on March 8, 1884. Alert Amer. sh. Alice Reed Amer. bge. B. Webster Amer. bge. New York Crown Prince Brit. bge. David J. Fenney Amer. sh. New York Enigma Brit. Glamorganshire Brit. bge. Great Admiral Amer. sh.

Russ. sch.

Gor. bge. Liverpool Brit. sh. New York Brit. Hudson Bay Mary E. Russell Amer. bge. Montreal Amer. bge. New York Oasis Ger. bge. Boston Prudencia Brit. bge. United States Still Water Ger. Tartar Brit. Titania Brit. Valleta Brit. bqe. Walls Castle ILOILO.

Amer. sh. United States Brit, bge. New York Guiana Ger. sh. San Francisco Soflid Span, sch. Saigon Ger. bge. Halifax CEBU.

Amer. sh. New York Ger. sh. United States BANGKOK. In port on March 8, 1884.

Siam. bge. Aline Siam. sch. Brit. Argos Ital. Cattarelin Cham. Kamrye Siam. bqc. Brit. Charley. Charon Wattana Siam. China Siam. bg. Laid up Aust. Ciro Diamond City Siam. boo. Excel. Tibberie Swed. bgc. Siam. boe. Siam. bae. Heng Seng

Kim Chye Seng Siam. sch. Kim Soon Hoat Siam. lug. Siam. bg. Siam. bqs. Europe San Francisco Ger. Siam. bgo. Young Siam Siam. sh.

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